VOL. CCXXIII, No. 2912
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
DECEMBER 3, 1955

The SPHERE

with which is incorporated The GRAPHIC

BRITISH SEAGULL

"The best Outboard Motor in the World"

THE BRITISH SEAGULL CO. LTD., FLEETS BRIDGE, POOLE, DORSET. Telephone: POOLE 1651

BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD

Cerebos

The "finest" salt

KING SIX CIGARS

Backed by a hundred years' experience

1/10 EACH

J. R. FREEMAN & SON LTD. (ESTABLISHED 1839)

=ABDULLA = MAKE THE BEST VIRGINIA CIGARETTES * *

Cussons

IMPERIAL LEATHER

LUXURY TOILET AND BATH SOAPS

F M

Fortnum & Mason

for the everyday necessity

the occasional extravagance

Apollinaris is the natural mixer with Scotch...

ask for a Scotch and POLLY

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

THE MOST

Satisfying Gift OF ALL

fifty
SENIOR
SERVICE
CIGARETTES

CHRISTMAS PACKING

The Stockings

Christian Dior

The ancients shut their eyes

"SHUT YOUR EYES and make a wish." The ancient custom was to make a wish to the sun; the eyelids had to be lowered as protection against the glare. Nowadays we still shut our eyes when making a wish —although, since we no longer worship the sun, the protection is scarcely necessary.

But there is one form of protection to which no modern manufacturer shuts his eyes. In today's competitive market the manufacturer must be certain his product reaches the consumer in the condition in which it left his production line. That is why leading manufacturers entrust the safe-keeping of their nationally known brands to the sound outer protection of "Fiberite" cases. But protection is not enough.

Packaging does much more than deliver the goods intact. It displays, identifies and often even sells the product. Many of the products that dominate the shelves owe their crisp, attractive appearance to the high quality of the "Thames Board" used for their cartons.

The spread of Self-Service stores may make packaging even more important to the manufacturer. But whatever the future holds, Thames Board Mills will be ready to draw on a wide experience and deep knowledge of packaging techniques and materials to keep ahead of all developments.

THAMES BOARD MILLS LIMITED

THE LARGEST MANUFACTURERS OF BOARD AND PACKING CASES IN BRITAIN

Purfleet, Essex THAMES BOARD *Warrington, Lancs*

"THAMES BOARD" for cartons, boxes, bookbinding, etc.

"FIBERITE" Packing Cases in solid and corrugated fibreboard

TB 30-70 120

There's no substitute for a LAND-ROVER

Ferrying men and materials over the scarred and pitted surfaces of a building site . . . towing loads of two tons up and down rutted country lanes . . . acting as a personal runabout for farmer or factory manager . . . these are but a few examples of Land-Rover versatility. And when fitted with centre or rear power take-off, the vehicle can become a mobile power unit or stationary engine. No wonder Land-Rovers are busy making mole-hills out of mountains in almost every country in the world.

Four-wheel drive won't take 'No Road' for an answer!

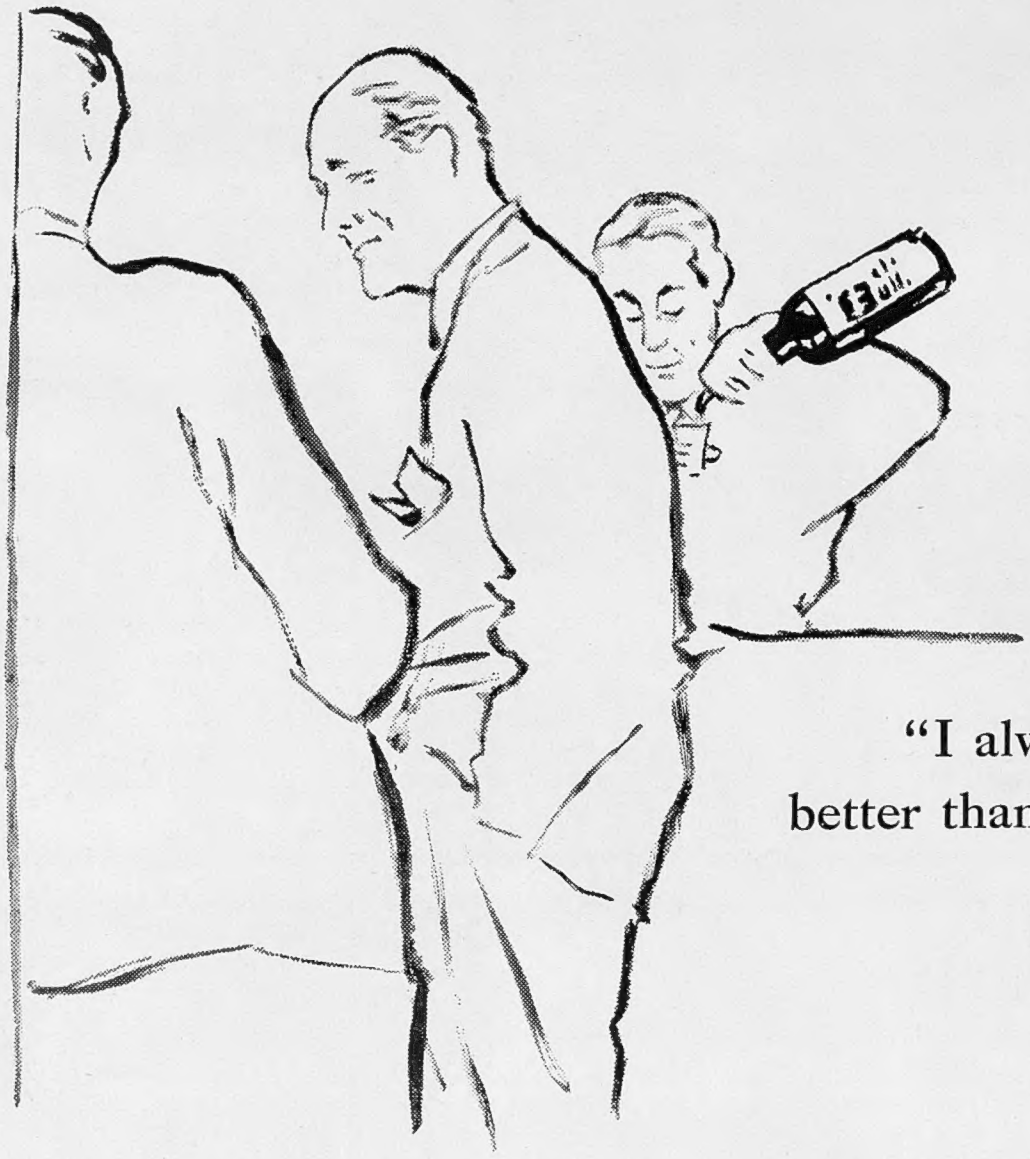
86" Wheelbase Standard Model with detachable hood and side screens.

Photos by courtesy of the R.T.S.C. Group.

- FOUR-WHEEL DRIVE
- EIGHT SPEEDS FORWARD AND TWO REVERSE
- SPECIAL LONG-LIFE ENGINE FEATURES
- TOWS A 2-TON LOAD WITH EASE

MADE BY THE ROVER CO. LTD · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON

CVS-145



"I always like a White Horse better than anything"

a GIFT FOR GOLFERS

SPALDING
GOLF BALLS

are acceptable to all

In Season Greeting boxes of 2, 3, 6 and 12

TOP-FLITE and KRO-FLITE
Gaily dressed in attractive boxes containing 2, 3, 6 or 12 balls.
English size 1·62
Price 46/6 per doz. balls.
American size 1·68
Price 49/6 per doz. balls.

CRACKER PACK
Contains 3 balls to each cracker.
English size
Price 12/2 per cracker.
American size
Price 12/5 per cracker.

A. G. SPALDING & BROS. LTD. (Est. 1876)

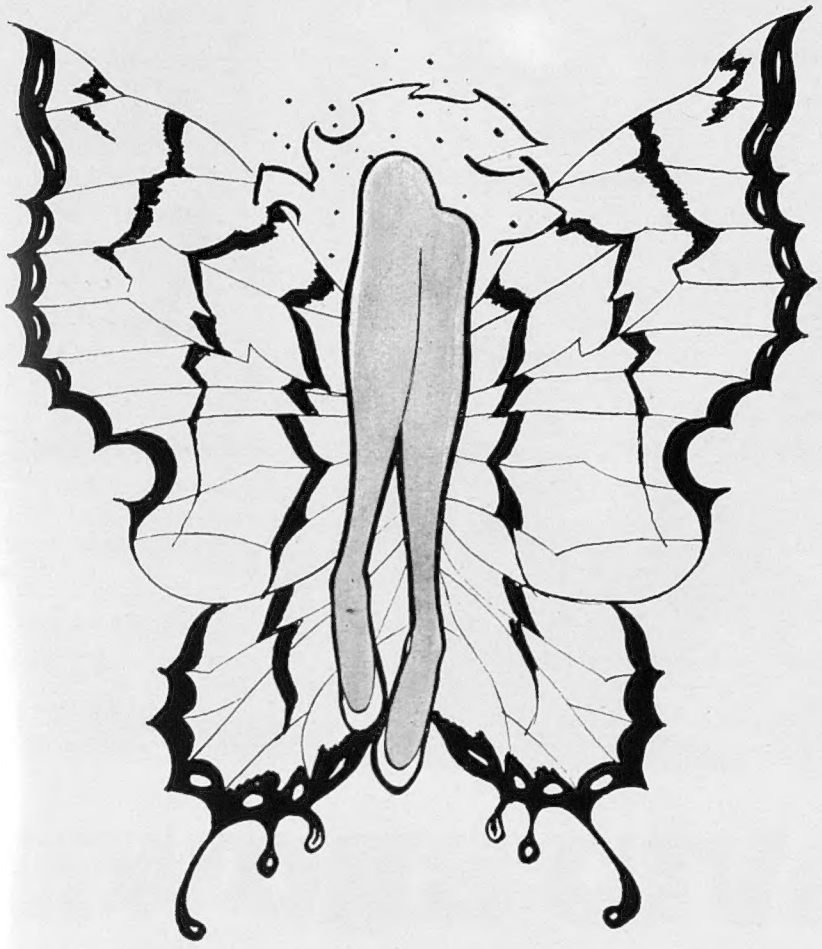
... of consummate perfection

Barrie Scottish knitwear is the concern of the Bordermen of Hawick whose sole criterion is consummate perfection. Haste and speed enter not into the scheme of things, for here the loveliest of cashmeres and lambswools are conjured into garments of lasting beauty. Soft as swansdown and a summer's cloud, infused with tints of nature's gentle palette, these contemporary classics are born only of skill and time-won knowledge.

Barrie REGD
KNITWEAR

BARRIE & KERSEL LTD • HAWICK • SCOTLAND

Sheerest
of the
sheer



Swan Lake

nylons by

MORLEY

in the highest gauge — 75
with the finest denier — 9
price 17/11 per pair.

Gifts for Christmas

The "Carnoustie" sweater shown above delights the eye and gives warmth and comfort. It is obtainable with zip front shawl collar, turtle roll neck, and a zip front lumber jacket with double welt neck. In many delightful colours, generously cut to allow ample room and freedom...**79/6**

Write for our Christmas Booklet

"County" Socks. In a variety of mixtures and plain shades. Wool Nylon blended — ideal for country wear. **7/9**

Make a point of looking in

Gloves. Specially selected tan cape skins, lined throughout with real curly lamb. **42/9**

HORNE BROTHERS · LIMITED

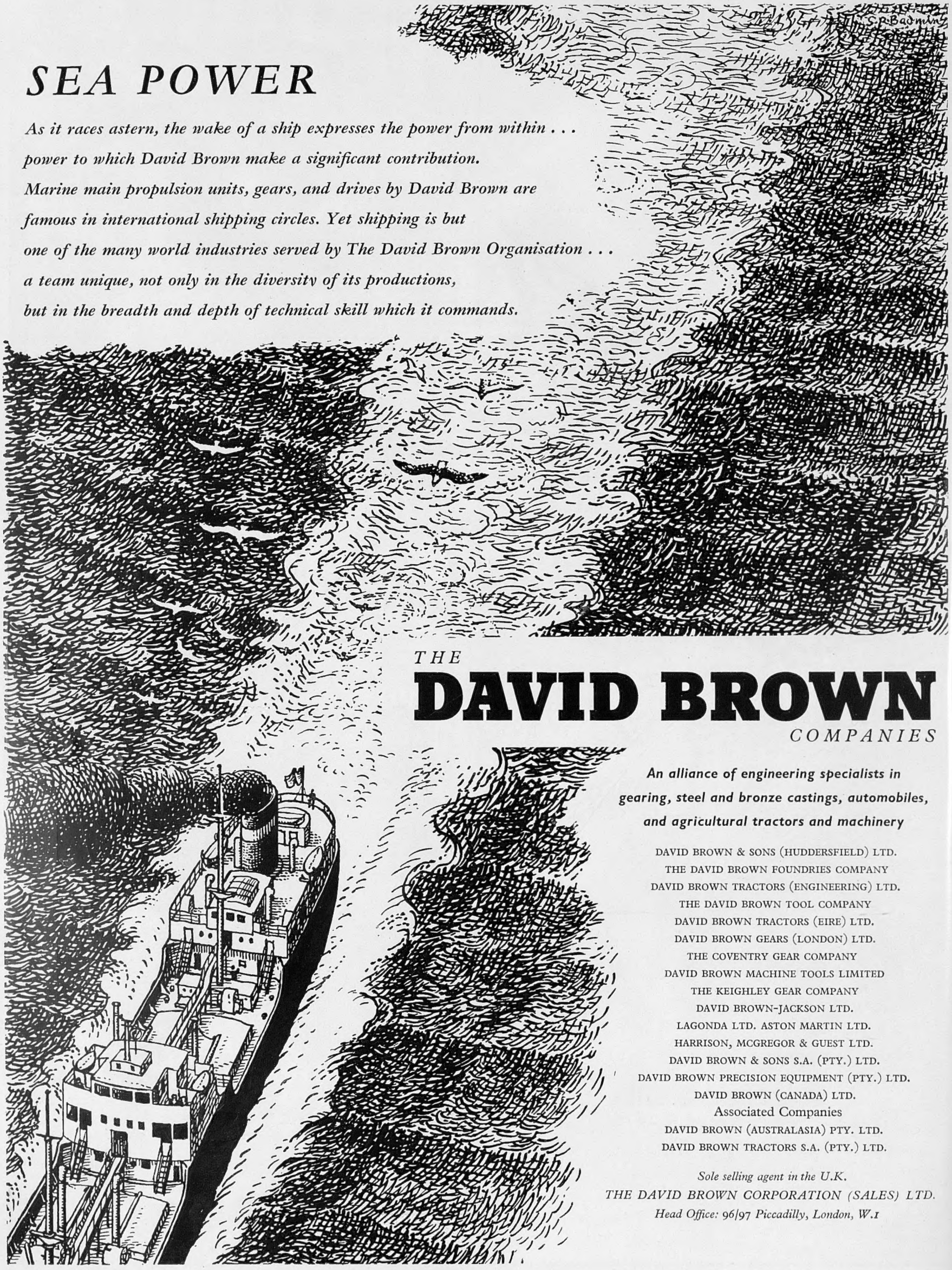
Christmas Windows

HORNE BROTHERS LIMITED, 415/417 OXFORD STREET, LONDON, W.1

Branches throughout London and the Provinces

SEA POWER

As it races astern, the wake of a ship expresses the power from within . . .
power to which David Brown make a significant contribution.
Marine main propulsion units, gears, and drives by David Brown are
famous in international shipping circles. Yet shipping is but
one of the many world industries served by The David Brown Organisation . . .
a team unique, not only in the diversity of its productions,
but in the breadth and depth of technical skill which it commands.



THE

DAVID BROWN

COMPANIES

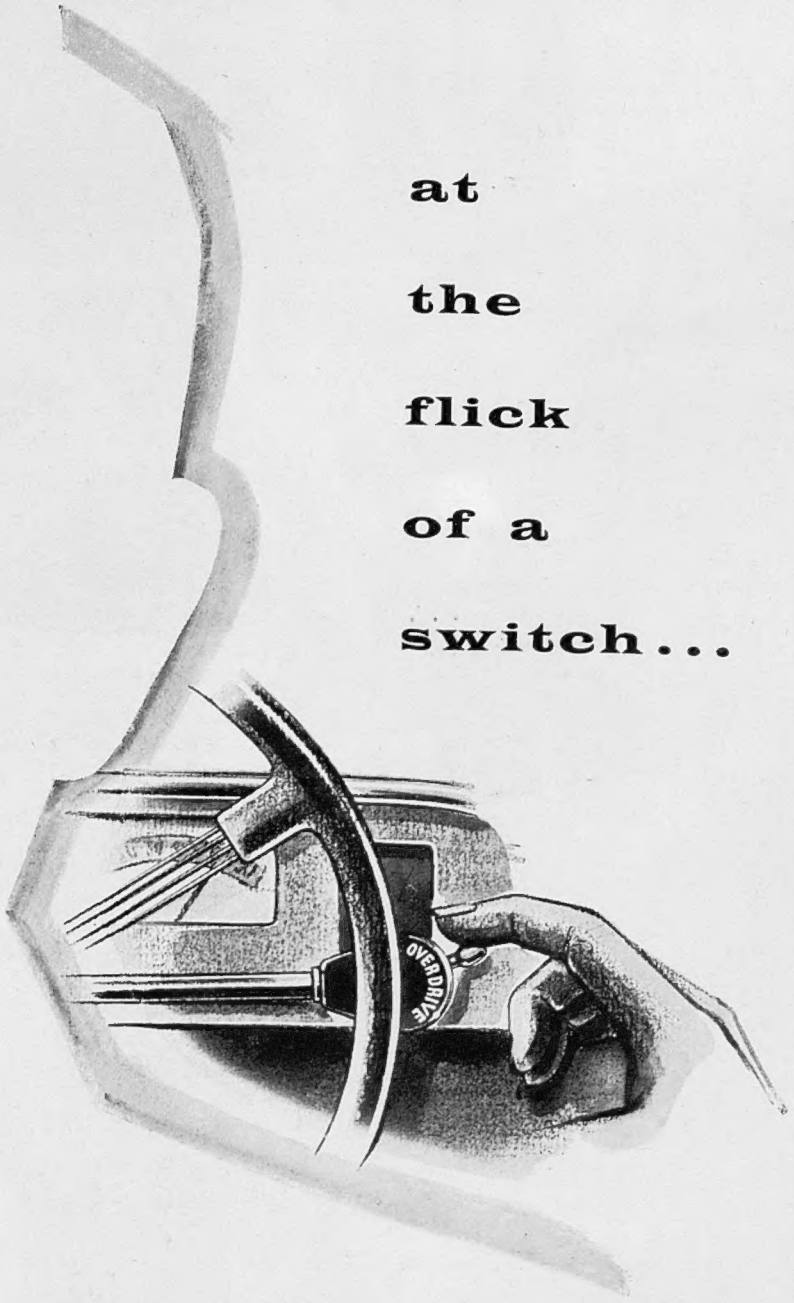
An alliance of engineering specialists in gearing, steel and bronze castings, automobiles, and agricultural tractors and machinery

DAVID BROWN & SONS (HUDDERSFIELD) LTD.
THE DAVID BROWN FOUNDRIES COMPANY
DAVID BROWN TRACTORS (ENGINEERING) LTD.
THE DAVID BROWN TOOL COMPANY
DAVID BROWN TRACTORS (EIRE) LTD.
DAVID BROWN GEARS (LONDON) LTD.
THE COVENTRY GEAR COMPANY
DAVID BROWN MACHINE TOOLS LIMITED
THE KEIGHLEY GEAR COMPANY
DAVID BROWN-JACKSON LTD.
LAGONDA LTD. ASTON MARTIN LTD.
HARRISON, MCGREGOR & GUEST LTD.
DAVID BROWN & SONS S.A. (PTY.) LTD.
DAVID BROWN PRECISION EQUIPMENT (PTY.) LTD.
DAVID BROWN (CANADA) LTD.

Associated Companies

DAVID BROWN (AUSTRALASIA) PTY. LTD.
DAVID BROWN TRACTORS S.A. (PTY.) LTD.

Sole selling agent in the U.K.
THE DAVID BROWN CORPORATION (SALES) LTD.
Head Office: 96/97 Piccadilly, London, W.1



at the flick of a switch...

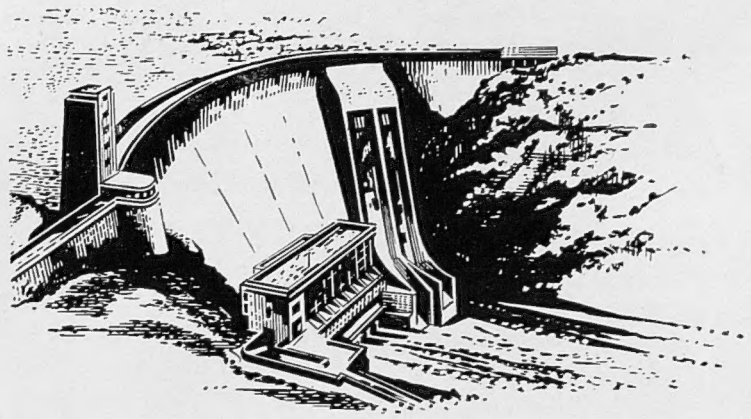
overdrive motoring luxury The ALL-BRITISH LAYCOCK POSITIVE OVERDRIVE has established its superiority entirely on merit. It has been proved to possess exclusive advantages which make it outstanding in its field. Here are a few—

1. Complete driver control; 2. Power-sustained gear changes; 3. Positive engine-braking; 4. Reduced fuel consumption; 5. Reduced engine wear; 6. Fatigue-free driving

available on 30 of Britain's finer cars...

Laycock
(LAYCOCK DE NORMANVILLE)
Positive **Overdrive**

LAYCOCK ENGINEERING LIMITED · SHEFFIELD
Enquiries to: Laycock Engineering Ltd., Overdrive and Transmission Sales Division
Westminster Bank Chambers, 16/17 Hertford Street, Coventry



BIG TONNAGE . . low cost

Specially designed for the handling of materials on large scale construction projects HENDERSON Aerial Cableways are used in all parts of the world . . they are found to move bigger loads faster and at lower cost. Low cost materials handling is the key to successful civil engineering undertakings—and wherever there is a dam or barrage, a bridge or viaduct to be built, a Henderson Cableway more often than not will be found to be the most practical means of construction.

FAST • RELIABLE • ECONOMICAL

Henderson

CABLEWAYS ARE ESSENTIAL ON ALL LARGE SCALE CONSTRUCTION PROJECTS

JOHN M HENDERSON & CO LTD KINGS WORKS ABERDEEN

Leaders in Cableway design and construction

***

Royal Doulton Character Jugs

A fascinating hobby for collectors

The charm, quaintness and lovely colourings of Royal Doulton Toby and Character Jugs offer a fascinating new hobby.

These happy-looking Jugs bring an irresistible note of colour to any home decoration; on a shelf, a window sill or cabinet.

Although each is individually hand-painted, they are surprisingly moderate in price, giving years of keen enjoyment and fun.

Ask to see Royal Doulton Toby and Character Jugs at your china shop. Many subjects available in 4 sizes Prices from 7/- to 40/- each, including purchase tax.

BY APPOINTMENT POTTERS TO THE LATE KING GEORGE V DOULTON & CO LIMITED

LONG JOHN SILVER from *Treasure Island* who led the mutinous crew of "Hispaniola" and hoisted the Jolly Roger.

THE SQUIRE. Traditional head of old-world English villages, shortened from "Esquire" who bore a Knight's Shield in times of chivalry.

THE POACHER whose delight at night concerns illicit salmon—and whose pockets conceal a pheasant, perchance a hare.

OLD CHARLEY, the watchman of old London streets, calling the times, the weather and "All's well!"

IZAAK WALTON, Patriarch of anglers, author of *The Compleat Angler*—1653—of which this Jug celebrated the 300th anniversary in 1953

FALSTAFF a lovable rogue, fond of drinking sack, and whose wit enlivens two of Shakespeare's plays.

SAIREY GAMP. Bibulous and garrulous midwife from *Martin Chuzzlewit* by Charles Dickens, whose umbrella coined a word

* *A most attractive book illustrating the range of Doulton Jugs in full colour is available. Price 2/- sent post free. Write enclosing P.O. to Department S.—address below.*

ROYAL DOULTON

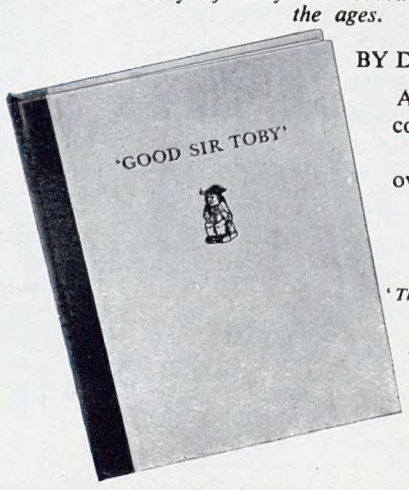
* DOULTON & CO. LIMITED, BURSLEM, STOKE-ON-TRENT, ENGLAND
London Showrooms: Doulton House, Albert Embankment, London S.E.1

©

"GOOD SIR TOBY"

The story of Toby and Character Jugs through the ages.

BY DESMOND EYLES



A beautiful book for collectors. Full cloth binding 10" × 7½"; over 120 illustrations in colour and monochrome.

FROM REVIEWS

'The author has cast his net over many centuries and many lands".

"Mr. Eyles is to be congratulated upon a most attractively written and printed book, one which deserves to be popular"

Published by Doulton and Co. Ltd., London, price 30/-. From bookshops or the Trade Distributors: F. Lewis, Publishers, Limited, The Tithe House, Leigh-on-Sea, England.

Volume CCXXIII No. 2912

The SPHERE, London, December 3, 1955

The SPHERE

with which is incorporated THE GRAPHIC

THE SCHOOLBOY REVOLUTIONARIES—BRITISH TROOPS ARREST RIOTERS IN NICOSIA AS THE WAVE OF TERRORISM IN CYPRUS MOUNTS: Two schoolboy rioters are led firmly away from the scene of the riots by men of the South Staffordshire Regiment after they had been caught hurling stones at British troops and police. In a week of mounting terrorism six British soldiers were killed by bombs which came, quite clearly, not from schoolrooms but from carefully prepared arms dumps.

Last Saturday night the Governor of Cyprus, Field-Marshal Sir John Harding, took the most drastic measure so far adopted in the fight against terrorism on the island by declaring a State of Emergency. It thus became an offence for which the death penalty could be imposed to carry firearms or explosives, while acts of sabotage became punishable by life imprisonment. Boys under eighteen, convicted under the new regulations, may be whipped. This measure was forced upon the Governor by a week of growing terrorism in which six British soldiers lost their lives. The announcement of the State of Emergency was followed by an attempt on the life of Sir John Harding himself, who had been expected to attend a ball in Nicosia's biggest hotel. In fact, the Governor was not present when a bomb was thrown at the table at which he should have been sitting. Four Britons were injured. Although at most of the public demonstrations schoolboys are prominent, the events of last week showed that the terrorism in Cyprus is cleverly organised by well-armed and dangerous adults, who merely use the boys as a front. (Further pictures from Nicosia appear on page 417.)

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3d.

The SPHERE THE GRAPHIC

Vol. CCXXIII, No. 2912. December 3, 1955

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

Postage Rates for this Issue—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3d.

Conditions of Sale and Supply.—*This periodical is sold subject to the following conditions—namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.*

FROM "THE SPHERE" OF 50 YEARS AGO

"AN ATTRACTION FOR ENGLISH VISITORS"—A RENEWED ERUPTION OF VESUVIUS IN 1905: The caption accompanying this drawing by F. Matania stated that Vesuvius had been "very lively lately, and tourists have been enthusiastic in their ascents. English tourists are said to be the most daring of all visitors to the mountain." This was an introduction to one of the greatest eruptions on record which took place in the following year.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least 8 ins. by 6 ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from 750 words to 2,000 words.*

YOUR CHRISTMAS PRESENT PROBLEM?

There can be no better Christmas present than a subscription to THE SPHERE—*a reminder of your generosity every week in the year. A greetings card will be sent at your request to notify the recipient of the gift at Christmas-time. The rates for 12 months, including Christmas Number, for Great Britain and Eire, are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s.; £2 19s. and £2 15s.; and for elsewhere overseas £5 18s. 6d.; £3 1s. 3d. and £2 17s. 6d. Terms include postage. For a smaller gift, the Christmas Number alone, with its many pages in full colour, can be sent for 3s. 10d. post free, anywhere. Orders may be placed at your usual newsagents or bookstall or (together with remittance) sent direct to the Publisher (Dept. SX), 195-198, Strand, London, W.C.2.*

A London Newsletter

195–198, STRAND, W.C.2.

Bagdad—or the Moon?—It would not be odd if pessimistic folk began to discount the value of the continuous pilgrimages of their airborne Foreign Ministers to attend top-level conferences, to create and seal pacts, and to issue cosy communiqués and fluent formulas giving us a flattering indication of business done or loopholes left open. The merchants of Bagdad have issued such a communiqué and I wish I knew enough about their complicated business to take comfort from the terms of it. Even those in the know can hardly read into it immediate potency to implement the signatories' aims, either in military defence against aggression or in longer-term efforts to secure comparative calm in the Middle East by improving economic conditions among the have-not nations. That America and England will give material and financial aid goes without saying. That is implicit in all Western pacts, but where that material aid covers arms, in the present temper of the Arab States and Israel and the present policy of Russia, it offers no early hope of harmony, but rather an arms race. Perhaps it is a pessimistic season of the year; but on the records of this autumn in the international field, I can understand and sympathise in the decision of 4,500 American citizens to buy plots of ground ripe for development in the Copernicus crater of the moon, good crater bottom-land in the Copernicus belt. In the moon there may be fewer nations and more open spaces and undeveloped resources, and consequently fewer headaches.

Dealing with Terrorism.—Difficult problems are not always easily solved by leader-writers sitting at desks far from the scene of trouble, and sometimes those struggling on the hot spot are irritated when they read the cool, well-worded "common-sense" solutions from Fleet Street pundits. Malaya, for instance. "If there is one lesson the British Government should have learned, it is that terrorism does not yield to blandishments." Certainly, we 've had a lot of experience of it in Kenya, Malaya, Cyprus, Egypt, and so forth, and certainly the velvet glove, when applied, has not proved a quick cure. But the problem is not to be simplified. The iron hand is no swift remedy, to judge from Kenya, Malaya, Cyprus. The hunting-down, shooting, hanging and home-destroying of the rebels, which inevitably have been necessary, have as inevitably increased hate and stiffened resistance and stimulated more bitter reprisals. Compromises are usually ineffective, but mostly they are inevitable. One only is always to be rejected—to handicap your own side when repressive measures are in force, when "the war is on." "To shout before you shoot" hamstrings your effort, discourages your own forces and quite certainly breeds contempt for you among rebels and thugs of every race and colour. But I have yet to recall any British Government dealing with any form of post-war rebellion which has not tried to use the velvet glove in preference to the iron hand in such cases, if only for the sake of its reputation in the eyes of the world. The great Boer War of 1899 is a *locus classicus* which modern historians never fail to quote.

AN EIGHTY-FIFTH BIRTHDAY CELEBRATION

LORD SAMUEL CUTS HIS BIRTHDAY CAKE: He is seen performing the ceremony during the reception given in honour of his eighty-fifth birthday by the Royal Institute of Philosophy, of which he is President. The reception was held at the home of The Royal Society of Arts, in the Adelphi, London. Lord Samuel has been the Institute's president since 1931, having succeeded the first President, Lord Balfour, who died in 1930.

Mr. Bluebeard Returns.—An echo from the bad old days of Kipling and Imperialism comes back to me:

> I 'm sorry for Mr. Bluebeard,
> I 'm sorry to cause him pain,
> But a terrible spree there 's sure to be
> If he comes back again.

Mr. Bluebeard, in the persons of Bulganin and Khrushchev came back again to India and were given a spree more splendid than terrible. I suppose it was not only the imperialist Britons in India who wanted to keep Russia from infiltrating into India. When I was young, I thought a proportion of the Indian races shared that wish. However that may be, there is no doubt at all that to-day it pays a nation to flirt with the ideologies of West and East. "How happy could I be with either" is a good trade slogan. "We want the goods, *you* have them," and what better way to secure them on favourable terms than to sit on the fence and flirt with both sides. Then engagement rings flow in from Eastern potentates and Western capitalists. India is doing well from the rich suitors. America and England have provided capital and technicians and this help has built modern factories and set the wheels of industrialisation turning. And now the Russians promise steel plants and power stations and atomic energy. And all offers seem good to Nehru while for a time the suitors' brisk bidding is not for marriage but for a distant prospect of marriage. Pretty Fanny, like all popular débutantes, enjoys her privileges during her first season and plays her suitors off one against another. That is pretty Fanny's way the world over, delightful, profitable, but risky. For suitors, after courting days, sometimes exact too high a price, sometimes fade away when they are wanted. Imperialism is a hate song which Nehru and Bulganin can sing in unison and harmony. Communism is another song.

Hope for Our Rates?—"They say" that the Government is considering a measure of curtailment of derating privileges—the system whereby industry pays only a quarter and agriculture none of the full rates levied on you and me. "They say" that if derating were abolished, local authorities would reap nearly £80,000,000 in a full year. In some big cities derating of industry adds 3s. in the £ to the rates. Opponents naturally say that it wouldn't do. The Exchequer would lose the equivalent in taxes, and so the private taxpayer would pay in taxes for the relief of his rates. No doubt, industry, agriculture and the railways would have to pay between them nearly £80,000,000 more in rates, and these interests have loud voices and strong claims to feather-bedding. I don't feel hopeful, but if only the "income-tax farmer" were kicked out of his feather-bed, I should feel less sense of injustice. Who is this nigger? He is the rich man who buys the villa next door to you with its 30 to 50 acres of land. He seduces from your village all the labour available for private gardens by offering tempting wages. He plants blackcurrants, strawberries and tomatoes for early markets and delights when at the end of the year he achieves a handsome loss on trading. For his villa becomes a "farm-house," his acres are derated and his losses help him to cheat the revenue. Meanwhile, you and I, his neighbours, poor boobs, pay the full rates on our house and gardens and policies and have to get along without our old gardener, who is now helping to make a successful loss for our new income-tax farmer-neighbour. It 's a very popular (and unpopular) modern device, and country life is not improved by it.

Underpaid.—To judge by an *obiter dictum* of Lord Jowitt, the Attorney General, the Lord Chancellor, and a leader of the Bar are all men struggling for bare existence on £10,000 to £20,000 a year. The Civil Service has long had the same grouse. They all work too hard for meagre pay. Nowadays the typist demands a five-day week and soon enough £500 a year, while the Permanent Secretary at the top, who keeps his Minister gummed to his portfolio, is passing poor on £4,500. And yet it seems only yesterday when my father, fearing for his health at the Bar, accepted the chief plum among Civil Service appointments at £2,000 a year, with a pension of £830 on retirement. (He lived to be ninety-four and enjoyed his pension for thirty years after only seventeen years' service.) And now the chief plums are to be increased to £6,000 per annum on the Royal Commission's recommendation. And the fourth grade in the hierarchy will receive more than the plum salary of 1900. A simple rule is to multiply Edwardian salaries by three to reach a fair standard to-day. The trouble is (with me) they don't adopt this simple arithmetic in my calling, but only in those callings which are important to politicians or give trouble to Governments unless assuaged. How muddled still is our standard of grading! How helpful to our economy it would be if we could arrive at new conceptions of what is luxurious, or even dignified and carefree, existence for leading citizens in the higher professions, and how much money it needs to ensure that minimum. It is

extraordinary how many good citizens manage to be dignified and reasonably carefree on even less than £4,500 a year gross. Perhaps they are non-smokers and teetotallers and drive small cars and own only one house. Anyway, they exist, and remain dignified and above the necessity to fall into temptations from sheer privation as Civil Servants apparently do.

A Policeman's Lot.—Sir John Nott-Bower strenuously defended, at a parade of the Metropolitan Police, the integrity of the force and deplored the recent whispering campaign of widespread corruption. One swallow may not make a summer, but one black sheep can go far to besmirch a flock. Of late years the Metropolitan policeman's lot has not been a happy one, despite the foreign visitor's customary remark, "Your police are splendid." Under-staffed, assailed by new-style thugs of all ages and languages, over-strained with traffic problems normal and ceremonial, and even now poorly paid in comparison with many industrial workers, they have for decades worked overtime to earn that flattering verdict. I can't think of a single calling, from the Bench of bishops or judges downwards, that does not occasionally throw out a black sheep, and I do not know why the cliché, "*Quis custodiet ipsos custodes*," should be a justification for tarring our famous force with the black dye of a single erring member—or half-a-dozen. Our police are still splendid. It is still much harder for them to trust us than vice-versa. That is their particular headache to-day and in part accounts for their greater temptations. For the criminal world is in the money. But as long as there are ninety-nine "just persons" in every hundred engaged in a particular calling, in these days we can hardly bring a general charge of corruption against it. We don't. But we live in a world made a little more drab than need be by gutter-snipes of the pen and the tongue.

Max.—I was distressed to read that Sir Max Beerbohm is facing one more winter—his eighty-fourth—in reduced circumstances at Rapallo. I have always supposed that among all famous authors, his printed words were the most highly paid. His collected works easily fit into a tiny book-rack on an occasional table and would still do so if a publisher collected his outstanding unpublished addresses and essays. But he remains a literary lion of the first magnitude, and literary lions can demand very high fees for very short performances. And Sir Max gets the offers and turns them down as a matter of integrity. Ten minutes on TV for a rajah's ransom? Yes, but what shall he say when he 's on the screen? He has said all he wants to say, and men have disregarded much of his philosophy. His memories are valuable, but modern audiences insist that they are museum-pieces, quaint survivals from the Dark Ages before Science made us cleverer than God. Sir Max's instruments have always been too delicate to pierce the tough hide of the millions. Irony and subtlety are little arrows which hardly sting elephants, which need to be convinced by soft-nosed bullets and loud headlines. Integrity is rare among authors and rare even among artists. For my part, I envy a man who keeps his integrity and tightens his belt. As the Duke said of Cyrano:

> Pity him not. He has lived out his vows,
> Free in his thoughts as in his actions free!

Spare a Thought.—The season of peace and goodwill draws near again. In civilisation the shops are full of its slogans. We plan to "give the kiddies a good time" and sometimes draw small cheques for touching appeals near home. But every mile that separates us from scenes of misery decreases our concern for it. An accident in our street is more terrible than a holocaust in China or India. I suppose that, except under conditions of world war, there never were so many human beings living in fear, misery, want and despair as to-day. A million Arab refugees on Israel's border, still as seven years ago out of sight, out of mind for 90 per cent. of living men, written off as "just one of those things"; in Asia unnumbered victims of floods and other natural upheavals; East and West men and women going in fear of their lives from revolutions, civil wars; all over the world, homeless, hopeless, displaced people who may well envy the charity of the Dark Ages, prisoners and captives cheated of hope of release. I suppose that if we saw further than our own garden wall, it would be hard for us to enjoy a happy Christmas or even raise the spirit to give the kiddies "a good time."

THE OLD STAGER

IN NEXT WEEK'S ISSUE

PRIVATE ENTERPRISE IN COLONIAL DEVELOPMENT

C. J. M. Alport, M.P., who, in Previous SPHERE Features, has Dealt with the Colonial Development Corporation and with the Government's Development and Welfare Schemes, now Assesses Contributions of Private Companies.

RECONSTRUCTION AND IMPROVEMENTS AT POTTERS BAR

THE RECONSTRUCTED STATION AT POTTERS BAR, MIDDLESEX: It is part of a plan for a major widening of the East Coast main line which will ultimately extend as far as Greenwood Box, near New Barnet. The new scheme provides four tracks where there were two. The train passing through the station is travelling to King's Cross.

THE MODERN SIGNAL-BOX AT THE NORTH END OF THE STATION: From an elevated signal-room the men have a clear view of the tracks by day and by night. A signal panel in the box controls the station's new colour-light signalling.

Potters Bar, an important main line station on the East Coast route from King's Cross to the North, is about 13 miles by rail from London. Under a plan for the widening of the main line, which will cover the stretch to the Greenwood Box, near New Barnet, the station has recently been reconstructed at a cost of more than half a million pounds. It is the first main line station reconstruction to be completed by the Eastern Region since announcement of the £1,250,000,000 British Railways modernisation plan. The work has taken three years. Four tracks are now provided at the station where previously there were two, and this has considerably improved operating efficiency, as slow trains can now be removed from the paths of expresses.

The entire station has been designed to reduce maintenance to an absolute minimum and modern fittings have been installed throughout. Public access from the ticket hall to the two island platforms, where the canopies and their supporting pillars are of pre-stressed concrete, is by a subway. One of the major features of the line-widening was the reconstruction of a road bridge in three sections at the south end of the station. It supports four tracks and the road beneath has been widened and deepened. The goods work of the station has also been reorganised.

THE MAIN STATION BUILDING: Passenger bookings and inquiries are dealt with in a combined office in the ticket hall. The same office also handles parcels traffic and left luggage. The approaches to the building have been completely redesigned and there is now provision for car-parking, lock-up garages and a bicycle store.

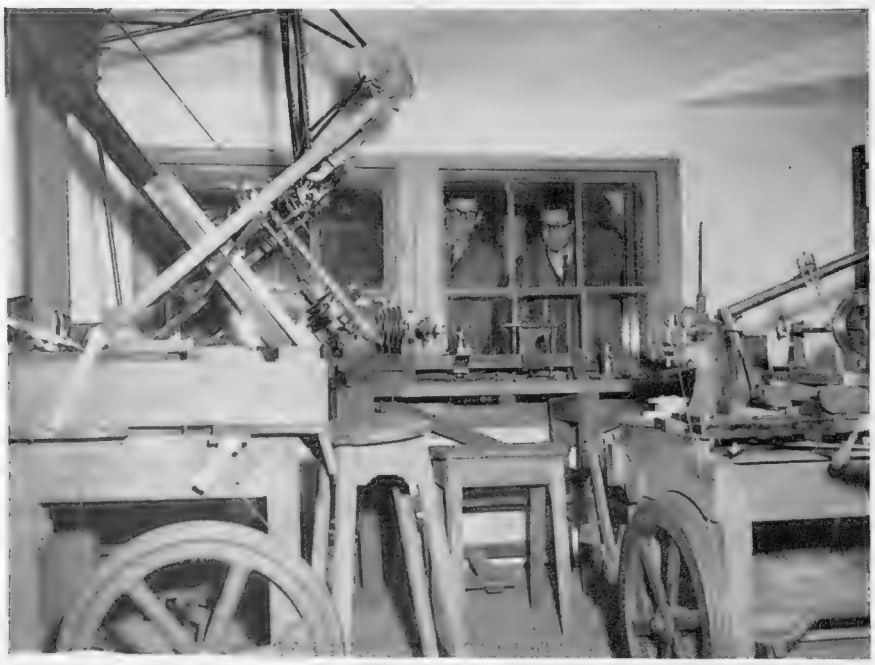
THE SURROUNDINGS IN WHICH THE GREAT INVENTOR WORKED OUT HIS IDEAS : In the Science Museum at South Kensington, London, the contents of the workshop of James Watt, with its original floorboards and door, have now been reassembled exactly as they were when he used the room during the last years of his life. By the window on the left is the work bench. In the centre are two sculpture-copying machines. On the table on the right are (from the left) two busts of Watt and one of his famous contemporary, John Rennie. Watt had this workshop in a garret of his house, Heathfield, near Birmingham. After his death in 1819 its contents remained virtually undisturbed for over a century. They were presented to the nation in 1924 and assembled in the Science Museum. Stored during the war, they have now been set up again.

THE WORKSHOP OF JAMES WATT

A Replica of the Great Engineer's Garret is Now Restored at London's Science Museum

SOME OF THE 6,000 ITEMS : Mr. James Pilcher, who reassembled Watt's workshop in the Museum, checks from photographs the positions of various objects.

THE DUTCH OVEN : On this Watt cooked. His frying-pan lies on top. In the scuttle is coal placed there during his life.



NO CHANGE IN 150 YEARS : The visitors peering at South Kensington are seeing the workshop arranged just as Watt knew it. The old inventor's ghost would feel entirely at home. Even the rags on the arm of the sculpture-copying machine were tied by him.

THE BENCH OF THE ENGINEERING GENIUS : Watt spent numberless hours working here in the light of the brass oil lamp (on right). Although he is best remembered for his development of the steam engine, Watt made numerous minor inventions.

SCHOOLBOY HOOLIGANS IN THE STREETS OF NICOSIA : These boys hurling stones at police and troops approaching them outside the Phaneromeni Cathedral, in Nicosia, appear to be just exuberant little rebels. But events in the past ten days have shown that terrorism in Cyprus is more than a schoolboy prank. Last week a series of bomb incidents caused the death of six British soldiers. As a result, a State of Emergency has been declared by the Governor.

RIOTS IN NICOSIA

British Troops and Police Deal with Terrorists in Cyprus

THE BURDEN OF TROOPS AND POLICE : *On left*—A section of men of the South Staffordshire Regiment take up their position in a Nicosia street to block the advance of rioting schoolboys. *On right*—Police armed with shields and batons charge the rioters in the Cathedral area. Under the new emergency regulations schoolboys convicted of offences against them may be whipped.

THE RIOTERS LEAVE NO STONE UNTURNED : Another example of the careful organisation that goes with the riots in Nicosia. Barricades have been erected on a torn-up street to hamper troops while rioters, for the fifth time, wreck the British Tourist Office. Such sabotage is now punishable by life imprisonment.

ONLY EGGS IN THIS BASKET : Men of the Royal Norfolks, supervised by their drum major and an officer of the Royal Signals, search a basket for arms. They find only lunch.

FROM THE FOUR CORNERS OF THE EARTH

A Pictorial Survey of News Events in America, Europe, Africa and Asia

PART OF A CANADIAN CITY DISAPPEARS : Just below the Nicolet Cathedral, in Quebec, lies the huge chasm created by a landslide in this city, ninety miles north-east of Montreal. Seeping water from a point near the confluence of the Rivers Nicolet and St. Lawrence undermined the buildings in this part of Nicolet. Five buildings, including the bishop's palace, a boys' school and the home of a doctor, collapsed and just disappeared into the river. Three people were killed. The cathedral was damaged and left tilting, and among the other buildings destroyed were a block of flats and a garage and service station.

MOURNING THEIR CONSTITUTION—THE WOMEN OF SOUTH AFRICA PROTEST : A view of the service of dedication held at the War Memorial in Cape Town, after more than 1,000 women had marched through the city to protest against the dissolution of the South African Senate. *On right*—A march through the main streets of Johannesburg by members of the Women's Defence of the Constitution League. The women, led by muffled drums and a huge symbolic book of the Constitution, themselves wore black sashes. All over South Africa these remarkable women have staged impressive demonstrations against the dissolution of the Senate whenever a minister makes a public appearance. The new Senate will be so composed as to give Mr. Strijdom's Government the necessary two-thirds majority to remove coloured voters from the electoral rolls.

A TWO-PARTY SYSTEM FOR JAPANESE POLITICS : The auditorium in Tokyo's Chuo University is crowded with politicians raising their arms and shouting "Banzai" as the Prime Minister, Mr. Hatoyama, comes forward. This was the historic moment at which the two main anti-Socialist political parties, the Democratic and the Liberal, combined to become the Liberal Democratic Party. This inaugurates a two-party system in the Japanese Parliament, the Socialist Party being at present in opposition. Mr. Hatoyama, a Democrat, reshuffled his Cabinet of seventeen to include seven Liberals

BRITAIN'S LINK WITH THE EUROPEAN COAL AND STEEL COMMUNITY : Members of the British delegation at the first meeting of the Council of Association linking Britain with the Community, which was held in Luxembourg. From left, at the far side of the table are Sir Hubert Houldsworth, Chairman of the National Coal Board ; the Hon. L. W. Joynson-Hicks, Parliamentary Secretary at the Ministry of Fuel and Power ; Mr. Peter Thorneycroft, President of the Board of Trade ; and Sir Archibald Forbes, Chairman of the Iron and Steel Board. Six countries, France, Belgium, Holland, Luxembourg, West Germany and Italy, are members of the Coal and Steel Comunity.

THE HOMELY TOUCH—ISRAEL'S NEW CABINET WITH THE PRESIDENT, IN TEL AVIV : From left are Mr. Peretz Nephtali (Minister without Portfolio) ; Mr. Zalman Aranne (Education) ; Mr. Kadish Looz (Agriculture) ; Mr. Mordechai Bentov (Development) ; Mr. Levi Eshkol (Finance) ; Mr. Moshe Sharett (Foreign Affairs) ; Mr. David Ben-Gurion (Prime Minister and Minister of Defence) ; President Israel Ben Zvi ; Mrs. Golda Myerson (Labour) ; Mr. Moshe Shapiro (Social Welfare and Religious Affairs) ; Mr. Pinhas Rosen (Justice) ; Mr. Yosef Burg (Posts) ; Mr. Israel Bar-Yehuda (Interior) ; Mr. Behor Shitreet (Police) ; and Mr. Israel Barzilai (Health). Mr. Ben-Gurion's Cabinet, presented to the Knesset and approved last month, contains, for the first time since the first Constituent Assembly was elected in 1948, members of the two Left-Wing parties, the Adhut Avoda and the Mapam. (None of their representatives in this picture wears a tie.) Representatives of the Prime Minister's own party, the Mapai, continue to dominate the Cabinet, holding nine of the sixteen seats in it.

On left—

CONQUERORS OF THE "PEAK OF THE ELEPHANT GOD" IN THE HIMALAYA : Seen on their return to Katmandu after climbing the 24,299-ft. Ganesh Himal, in Eastern Nepal, are, from left, Mr. Raymond Lambert, leader of the Franco-Swiss Expedition ; Mme. Claude Kogan and M. Paul Gendre. A fourth member of the expedition, who reached the peak, was M. Eric Gauchat, who was killed while descending alone.

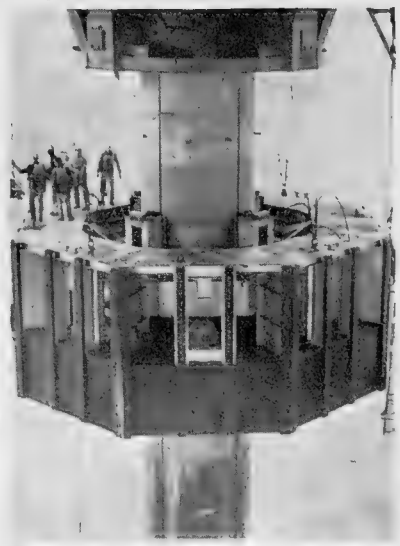
SIR GLADWYN JEBB BECOMES A KNIGHT OF THE FRATERNITY OF TASTEVIN : The British Ambassador to France takes the oath at Beaune, in Burgundy, when he was received in the famous Clos Vougeot and Beaune cellars by the Chapitre du Tastevin. Since 1934 tasters of the wine from the Beaune Hospices have become members of the fraternity. This entitles them to wear the red-and-gold ribbon from which hangs a cup.

THE PLACE FONTENAY, IN PARIS, BECOMES EDUCATIONAL AND SCIENTIFIC : This startling addition to the Parisian architectural scene will house the headquarters of the United Nations Educational, Scientific and Cultural Organisation. So great is the haste in constructing the building that the corner-stone was not laid by Dr. Luther Evans, Unesco's Director-General, until a week after this picture was taken.

TROUBLE BREWING IN AFGHANISTAN : King Zahir Shah addresses the opening session of the Loe Jirgeh, or Grand Assembly, in Kabul last month. On right stand the Prime Minister of Afghanistan, Prince Mohammed Daud, and the Deputy Premier and Foreign Minister, Prince Mohammed Naim. The Grand Assembly, which last met in 1941, was convened by King Zahir to decide on what steps Afghanistan should take in its present dispute with Pakistan. For some years now the Government at Kabul has protested to the Pakistan Government against the proposal to incorporate a border area inhabited by Pathan tribesmen, and called, by the Afghanistan Government, "Pakhtoonistan." The Afghan claim for "independence" for this area has been rejected by the Pakistani Government, who have recently incorporated it in the Province of West Pakistan. Relations between the two countries have deteriorated considerably in recent weeks. Diplomatic representatives have been recalled, and border incidents are recurrent. There are reports that the Afghans are receiving arms from Russia.

RESCUE FROM THE GALE

Fifty-two of Those in the Atlantic Radar Tower are Taken off in Stormy Seas



AN 80-TON FENDER BATTERED BY THE WAVES : *Left*—During construction, workmen are placing the giant fender as a protection on a leg of the radar tower. *Right*—The mountainous seas of the hurricane are pounding the fender down the leg.

SLUNG OVERBOARD BY CRANE : Above the deck of the radar tower, a bucket holding five men is being hoisted by one of the station's cranes. In this way fifty-two men were transferred to the rescue tug *El Sol* which was waiting below the tower.

THE RESCUE TUG LEAVES THE RADAR TOWER : As the hurricane recedes, the tug *El Sol*, the stern of which is in the foreground, has been able to reach the marooned radar tower, 100 miles out in the Atlantic from the Massachusetts coast. For six days those in the tower had been isolated in the middle of raging seas and no ship could reach them. Out of the eighty-seven in the station, fifty-two were visitors. They were members of the United States Air Force, who had been taken out on an inspection trip. Their stay should have lasted a few hours, but they were caught by the sudden gale. However, there was ample accommodation and stores for them in the radar tower. When they reached Boston in the *El Sol*, they were all in good condition after their six-day experience.

On right—

THE HUMAN CARGO REACHES THE TUG : The bucket, with a party of men, lands with a bump on the deck of the *El Sol* as it is let down by crane from the radar station. There was still a heavy swell running, and the use of the crane from the tower in the embarkation of the men was the only way in which they could be taken off. Because of the cushion below the bucket, the equipment was nicknamed the "rubber doughnut" during the operation. In spite of some bumps and spills on the deck of the tug, no one was injured.

LASHED BY THE FURY OF THE SEA: This aerial picture of the Texas Tower Radar Station, 100 miles out from Cape Cod, Massachusetts, U.S.A., shows heavy seas pounding its structure during a hurricane. Eighty-seven people were marooned for six days in mid-ocean. Winds sometimes reached a force of 82 miles an hour. On one occasion a wave 61 ft. in height swept over the tower. Although two fenders (each weighing 80 tons) broke loose from the legs, and there was some structural damage, the general construction stood firm, and the construction superintendent, George Bauer, reported he had no anxiety over the tower's ability to weather the hurricane. Fifty-two of those "on board" were Air Force men on an inspection trip. They stated that they felt no concern for their safety, although they were ordered to stay off the top deck for fear of being blown into the sea. Eventually they were taken off and landed at Boston.

MAROONED IN MID-OCEAN

A Hurricane Isolates 87 People in a Radar Tower 100 Miles off the Coast of America

On left—

100 MILES OUT TO SEA: The radar tower is seen during its construction standing above the Atlantic Ocean in calm weather. In many ways it is a "static ship," with cabins and quarters for the personnel required for the technical apparatus.

b

THE ENTRANCE TO ONE OF ENGLAND'S GREATEST PUBLIC SCHOOLS : Extensive restoration is now being done to Harrow School, in Middlesex, which was founded by John Lyon, under a Royal Charter from Queen Elizabeth in 1571. Some of the masonry and windows were affected by bombing during the war. The number of boys at the school at the present time is 590. Among famous Old Boys are Sheridan, Byron, Peel, Palmerston, Sir Winston Churchill and Field-Marshals Lord Gort and Lord Alexander.

TWO HISTORIC FEATURES RESTORED : The entrance above the steps is one of the parts which have been renovated at Harrow. The clock and its lantern on the roof have also been repaired.

A VICTIM OF WAR DAMAGE : The glass and this bay window in the Old School suffered from war-time bombing. Now the window is one of the many which have recovered their former glory.

REPAIRS AT HARROW

The Famous School, Founded in 1571, Requires Extensive Restoration

The outstanding landmarks of Harrow-on-the-Hill, to the north-west of London, are undoubtedly the buildings of the famous school. At present they are being extensively repaired. For the most part the work is confined to the exterior fabric.

The oldest part of the buildings is the Old School, in the West Wing. It dates from the early years of the seventeenth century and is built in accordance with the wishes of John Lyon, the founder, who in the previous century had obtained control over the school attached to the local church when it was threatened with extinction by the confiscation of ecclesiastical lands. Lyon kept the institution going by an endowment made in 1571, and thus one of England's greatest public schools embarked on its famous history.

The stonework of the Old School, the copings at the tops of the buildings, the mullions and surrounds of the windows have all been restored. Similar work is being done in the East Wing, which is of much later date. The first parts of it were begun in the 1820's and additions made in later years include the Chapel, the Vaughan Library, the science and music schools.

When the Public Schools Act was passed in 1868, Harrow was one of the nine schools to be recognised under it. For already the dream

THE FOURTH FORM ROOM AWAITS RESTORATION : It is one of the best-known and oldest of the buildings at Harrow. Work will soon be starting on the restoration of the windows. On the boards of the upper walls are inscribed the names of generations of Harrovians. On the panelled woodwork lower down, and on the benches and desks, pupils through centuries have carved their names.

THE BAY WINDOW OF THE FOURTH FORM ROOM : At this end of the room, too, hundreds of boys have left their marks.

of John Lyon had been realised. When he founded the school as a free grammar school, he also allowed the headmaster to take as many other boys as he liked and charge for their tuition. In this way Lyon anticipated that Harrow would become a national rather than a local institution. And his wish was amply fulfilled.

By 1868 Harrow numbered among its old boys such diverse characters as Sheridan, Byron, Cardinal Manning and Anthony Trollope. It could claim three Prime Ministers—Spencer Perceval (the only British Prime Minister to be assassinated), Sir Robert Peel and Lord Palmerston. Some seventy years later it was to add another Old Boy to this distinguished roll in the person of Sir Winston Churchill. In spite of the fact that in his autobiographical book, *My Early Life*, Churchill gives the impression that he learnt little while at Harrow, he has throughout his career always shown a great interest in and affection for his old school, and frequently has attended functions there.

Last week, after he had been made the first Freeman of the new Borough of Harrow, Sir Winston went to his school to join with the boys in singing of the traditional songs. ("Sir Winston at Harrow"—see page 442.)

THE HEADMASTER'S HOUSE : Work is in progress on its redecoration. Other parts of Harrow School which are either being repaired or scheduled for restoration include the old West Wing, part of which was built in accordance with the wishes of John Lyon, the founder, and the more recent East Wing, which contains the Old Speech Room, library and science schools.

A MYSTERY OF THE SEA, —and NEW OCEAN SHAPES

The Strange Case of the "Joyita"; Britain's Streamlined Submarine; and a new American Underwater Craft

THE CONNING-TOWER OF A STREAMLINED SUBMARINE: Three members of the ship's company of H.M.S. *Artful* stand beneath the structure of her reconstructed conning-tower. The submarine is the first of her class—the "A" class—to be streamlined. The conning-tower reaches nearly 20 ft. above the deck and is considerably higher than has been usual up to now in H.M. submarines. *Artful*, built by Scotts of Greenock, was launched in May 1947, and displaces 1,120 tons standard. Construction is entirely welded, and two of the submarines of this class have remained submerged for record periods. Streamlining will give these vessels a better underwater performance.

On right—
STARTING ON TRIALS: The streamlined H.M.S. *Artful* leaves Portsmouth for trials, with some of her complement of sixty on deck or in the new high conning-tower. The dome in the bows contains detection gear. The 4-in. gun, which she had previously, has been removed. Three other "A" class submarines are now being streamlined.

A SHIP IS FOUND ABANDONED IN THE PACIFIC: Members of the crew of a Government tender clamber aboard the half-submerged 70-ton motor launch *Joyita* off Cape Undu, in the Fiji Islands. *Joyita* had been spotted from the air after she had been missing for over a month. No trace was found of the twenty-four passengers and crew who were aboard her. Investigators are thus faced with a mystery of the ocean, for the ship was apparently intact when she was abandoned, and when she was found there were still plenty of provisions and water on board.

On left—
VICTIM OF AN UNDER-SEA ERUPTION?: This is one of the theories being put forward to explain the mystery of the *Joyita*. The submerged vessel is seen here with the Fiji Government tender *Degei* standing by. It is thought the eruption may have swept her passengers and crew overboard. It has been officially stated there is no evidence that the ship was attacked and boarded by pirates.

A "HOME-MADE" SUBMARINE IN AMERICA: The *Cetacean* is partly submerged after being launched at Wilmington, in California. On the bridge are Mr. Edmond Martine (on left) and Mr. Fred Zender. Mr. Martine has been responsible for the design of this underwater craft.

THE RUSSIANS IN DELHI

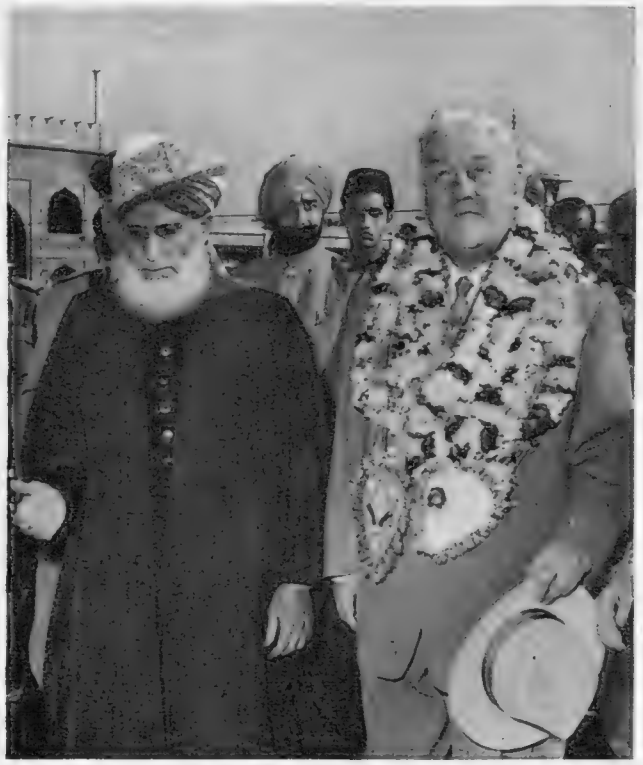
Marshal Bulganin in the Indian Capital with Mr. Khrushchev at the Beginning of Their Visit to India

"Marshal Bulganin seems to be thoroughly hypocritical," said a Foreign Office spokesman in London. This exceptionally strong comment was prompted by the Soviet Prime Minister's speech to the Indian Parliament which was in the best style of Moscow propagandists. But the early stages of the fifteen-day tour which Marshal Bulganin and Mr. Khrushchev have undertaken in India show that this hypocrisy is not confined to Parliamentary speech-making. There can be little doubt that the Soviet leaders are out to create an impression, whatever they may think themselves. The very men who, at home, adopt the Marxist-Leninist views on religion approach with awe and veneration the treasured temples and shrines of Delhi. The very men who, on principle, ban non-Communist youth movements in their own country become Boy Scouts to the click of the Press cameras. And when Mr. Khrushchev finally left the banquet tables of Delhi for the provinces, he blandly assured Indians that he was prepared to share his last piece of bread with them.

TEATIME IN DELHI : Both Mr. Khrushchev (left) and Marshal Bulganin (right) are drinking their hot tea with the spoon in the cup. In the centre are the two hosts to the Soviet visitors, Dr. Rajendra Prasad, the Indian President, and Mr. Nehru, the Premier. They were attending a comparatively modest teatime reception at the Presidential Palace in Delhi. Later, Mr. Khrushchev said to the people of India : "We are prepared to share our last piece of bread with you."

Below—

SHOES OFF AT THE SHRINE : The Soviet Prime Minister and the Secretary of the Russian Communist Party put their shoes on again after visiting the shrine of Mahatma Gandhi in Delhi. To conform with tradition, they had taken their shoes off before entering it.



AN ASTONISHED GAZE AT INDIA'S BIGGEST MOSQUE : Marshal Bulganin's face is expressive yet inscrutable as he approaches the Jumna Masjid Mosque, accompanied by a bearded mullah.

MARSHAL BULGANIN BECOMES THE NEW RUSSIA'S FIRST BOY SCOUT : The Soviet Premier beams at an Indian Girl Guide as she ties a Scout scarf around his neck at a children's rally : there are no Scouts in Soviet Russia.

AN EXPRESSION OF EASTERN COURTESY : Marshal Bulganin, having greeted President Rajendra Prasad (left) in the traditional style, turns to another host who wishes to greet him on his arrival at the Presidential Palace, Rashtrapati Bhavan, in Delhi. There the President held the first of his receptions for his Soviet guests, who were spending fifteen days in India.

AN ARCTIC SUBWAY?

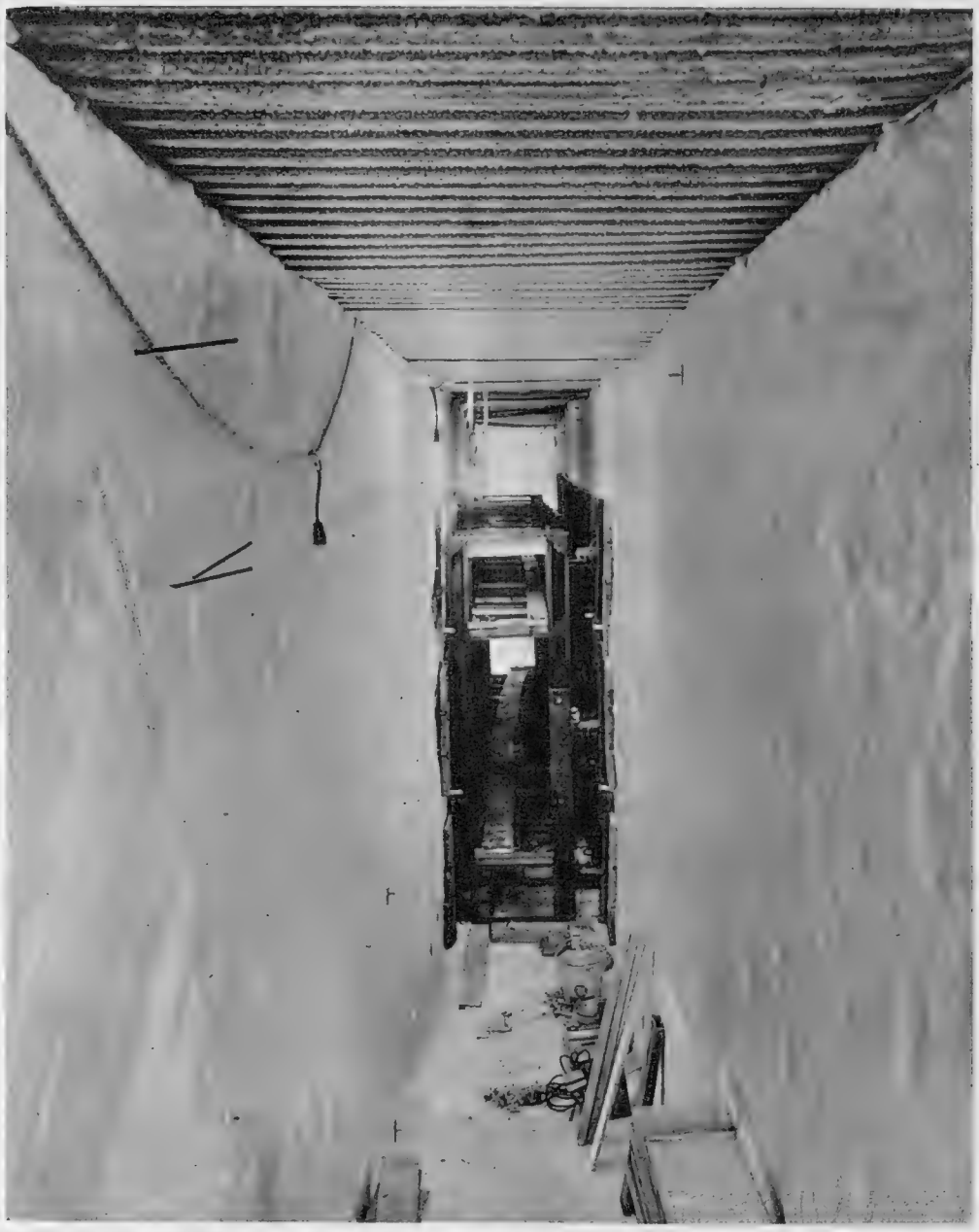
U.S. Army Engineers Experiment with an Underground Roadway to Facilitate Transport at the Air Base on the Greenland Ice-Cap

DIGGING INTO THE GREENLAND ICE-CAP: A scientist of the United States Corps of Engineers digs out a test pit on the Greenland ice-cap. In the snow wall behind him are fixed special thermometers which are used to measure the temperature of the snow at varying depths.

On right—
HOW MUCH WEIGHT WILL IT BEAR? Engineer scientists measure the hardness of the snow surface. This is one of the tests which enables them to determine the amount of weight that snow can bear at any given point. A problem on the ice-cap is caused by the softness of the snow.

HOW DEEP IS IT? Special instruments are employed to measure the density of snow, an important factor in building. Snow falls on the ice-cap at the rate of 3 ft. a year, and never melts.

TESTING SNOW AND ICE AT DEPTH: An army engineer cuts samples of snow from the wall of an excavation at the U.S. Air Force Base in Greenland. These samples are sent to the Snow, Ice and Permafrost Research Establishment in Illinois for further study. This contributes to the experiments being made in building an underground roadway on the ice-cap.



THE ARCTIC UNDERGROUND OF THE FUTURE—A TEST TUNNEL: In preparation for extensive tunnelling work in Greenland, the U.S. Army engineers have cut small test tunnels like this. Powerful braces hold up one section of the "snow walk," while special instruments line the walls.

Last year United States Army engineers designed and built a military installation on the Greenland polar ice-cap. By constructing igloo-like buildings which would slowly sink into the snow the engineers produced a solution to the problem of building homes on ground which is too soft to support normal buildings.

Now the engineers are grappling with another problem—how to move troops and equipment with greater facility. At present, travel on the ice-cap is severely restricted by the force of the winds which blow across the desolate polar regions. Often these gales attain a velocity of more than 100 miles per hour. Nor is movement on snow and ice made any easier by snow-storms which ensue, or even by the lighter flurries of snow which cover trail and road markers. An additional difficulty is purely navigational: instruments tend to be inaccurate so close to the North Pole.

In order to overcome these problems the engineers have considered the possibilities of underground transport. Their theory is that, if it is possible to build comfortable underground houses, it should not be too difficult to build an underground roadway, or even railway. The demands of such tunnels are, of course, rather different. They need a much stronger underground construction, and a much more permanent one, to carry a road. For years, however, the engineers have been studying snow and ice phenomena in the Arctic, and especially strengths and temperatures below surface. Now, for the first time, they have been able to build a number of experimental tunnels.

If these experiments in the next few months prove successful, the engineers may receive the word to go ahead on a project which would entirely revolutionise Arctic transport, and increase immeasurably the value of bases on the ice-cap. The present installation, which houses airmen of the United States Air Force North-East Air Command, has come to stay. The station may well become the model for a whole series of Arctic and Antarctic stations to be manned for scientific as well as for strategic purposes.

The International Geophysical Year, 1957

ROYAL SOCIETY PREPARATIONS FOR ANTARCTICA

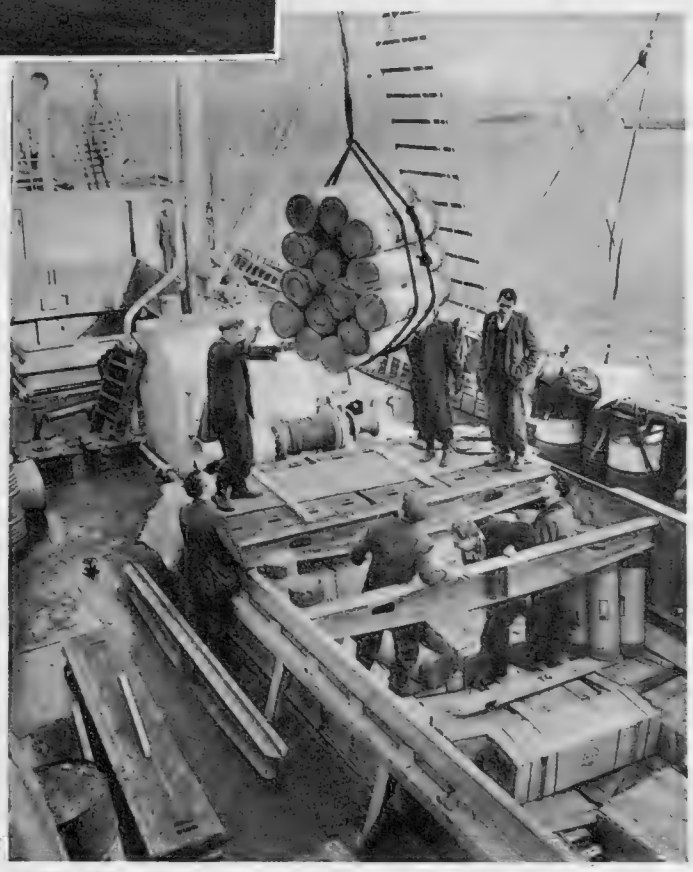
The Advance Party for an Expedition Closely Linked with the Trans-Antarctic Project Makes Ready for the Far South

The advance party of another British expedition to Antarctica left England last week. Like the more publicised Trans-Antarctic Expedition under Dr. Fuchs and Sir Edmund Hillary, this expedition, sent out by the Royal Society, will make a British contribution to South Polar research as part of the International Geophysical Year, 1957–58. The two expeditions, though separate, will work in close liaison. The Royal Society's advance party is charged with the task of establishing a research station in Vahsel Bay, in the Weddell Sea. Thus by the end of this year both this party's vessel, the *Tottan*, and the Trans-Antarctic Expedition's *Theron* will be off the Weddell Sea. It is possible that the advance parties of the two expeditions will even share the same site. But once the Geophysical Year starts, the Trans-Antarctic Expedition will be making its attempt to cross the Antarctic overland, while the Royal Society's Expedition, numbering by that time about thirty, will be a vital link in a chain of stations making important meteorological and geographical observations.

THE NORWEGIAN WHALING SHIP WHICH LEFT ENGLAND LAST WEEK FOR ANTARCTICA : The 541-ton vessel *Tottan* at Southampton shortly before she sailed for the South Polar regions with ten members of the advance party of the Royal Society's Antarctic Expedition. The *Tottan* is familiar with Polar conditions, having been used by Commander Simpson's 1952 North-East Greenland Expedition.

THE MASTER SUPERVISES : Captain Jakobsel (right) watches the loading of stores on board his ship *Tottan*.

ALMOST READY TO LEAVE : The task of the advance party which the *Tottan* is taking to Antarctica is to install a research station in Vahsel Bay, in the Weddell Sea. A second party, eighteen strong, will sail in a year's time to complete the Royal Society's Antarctic station for the International Geophysical Year.



STORES FOR A YEAR : The ten members of the Royal Society's advance party, under Surgeon Lieut.-Commander Dalgleish, will not obtain further sea-borne stores until the end of next year.

THE NEWLY-BUILT BARGE HOUSE AT THE NATIONAL MARITIME MUSEUM, GREENWICH : In this long, narrow hall, with its high roof, are, in the foreground, the Queen's Shallop, built in 1689, and, beyond, Prince Frederick's barge, built in 1732. Two other barges will be exhibited in the Barge House when they have been restored. The new building was opened last week.

THE BARGE HOUSE AT GREENWICH

This New Addition to the National Maritime Museum Displays Two Royal Barges, and will House Two old Royal Navy Barges later

An attractive addition to the National Maritime Museum at Greenwich was opened to the public last week. This is the Barge House, a new building situated between the Neptune Hall and the west wing of the Museum. Already installed in the new building are two Royal barges, the Queen's Shallop and Prince Frederick's barge. The Queen's Shallop, which was built by William III for his consort Mary in 1689, is shown to the public for the first time since she was presented to the Maritime Museum by King George V. Considerable restoration has been necessary to make her worthy of exhibition. Another boat on show is a Portuguese fisherman's dory. Two barges which are to follow, when they have been restored, are those formerly used by Royal Navy Commissioners.

REFURBISHED AND RESTORED—PRINCE FREDERICK'S BARGE : The cabin of the State Barge which was built for Frederick, Prince of Wales, George II's son. *On right*—Some of the ornate carving on the stern, above the rudder of the barge. The boat has lately been repainted and regilded.

On left—
A MORE MODEST EXHIBIT FROM ABROAD : Adding variety to the new Barge House is this exhibit, recently acquired by the National Maritime Museum. It is a Portuguese fisherman's dory, which was presented to Mr. Alan Villiers by the Portuguese Government. The boat is fully equipped with all the gear in use with this form of fishing.

LENT TO THE MUSEUM BY THE QUEEN—PRINCE FREDERICK'S BARGE : The 1732 decoration was by William Kent, the carving by James Richards, and the painting and gilding by Paul Pettit. In the last century it was used by the Prince Consort at Windsor. The barge was first on view at the Victoria and Albert Museum, and since 1952 has been exhibited at the National Maritime Museum's Neptune Hall, which adjoins the Barge House.

100 YEARS AGO IN RURAL LONDON

This Year Marks the Centenary of the Death of Thomas Cubitt, the Master Builder, and of Samuel Rogers, the Banker-Poet; They Lived in a London which was Still a "Country Town"

By JOHN GORE

TWO LONDON WORTHIES' CENTENARIES.—Thomas Cubitt, one of the most enlightened and successful builders of modern London, died a century ago. He transformed a part of central London from an area of swamps and slums into an area of healthy residential squares and shopping centres which survived with little change for a century, and remains in form to-day. Samuel Rogers, the banker-poet, a *devoted* Londoner, died a few hours before Cubitt.

Thomas Cubitt was born in 1788, a Norfolk man and son of a builder. He was apprenticed a carpenter, became a journeyman and a ship's carpenter, and set up as a master carpenter in London about 1810. In the year of Waterloo he erected a big building in Finsbury Circus and soon after built himself large workshops at 37, Gray's Inn Road and launched out in house-building in all its branches.

This led him to land speculation and building development, in order to keep his staff fully employed, and he erected rows of modern villas at Highbury and later on Newington Green. From there, always succeeding, he passed on to Barnsbury where he laid out a "new town." In 1824 he leased a large tract in the Euston area from the Duke of Bedford and created the bulk of the squares which now lead to the northern termini.

The very next year he was extending his range westward. Perceiving a tendency of the fashionable world to spread outward from Mayfair and St. James towards the rustic peace of Chelsea Village and beyond the Kensington Turnpike, he surveyed that dismal, swampy tract known as the "Five Fields" on which stood the Lock Hospital and Chapel among a number of shacks, and examination proved to his satisfaction that close below the clay surface lay a foundation of sound gravel. He took a building lease of this area from the Marquis of Westminster and Mr. Lowndes, and "in no time" had transformed it with the Belgravia we can still see.

Old John Timbs, who published his "Curiosities of London," in the year of Cubitt's death, recognised his greatness as a builder and planner and regarded this Belgravian venture as his masterpiece.

The "Five Fields."—"The 'Five Fields'" (he wrote), "a clayey swamp, intersected by mud-banks, retained so much water that no one would build there, and the 'Fields' were the terror of foot passengers proceeding from London to Chelsea after nightfall." [Jerry Abershaw, the notorious highwayman, had his hide-out among the shacks, and when my grandfather first came, in 1829, to work in London, he would tell us, snipe were plentiful there.] Timbs goes on: "At length Mr. Thomas Cubitt found the strata to consist of gravel and clay of considerable depth; the clay he removed and burned into bricks; and by building upon the sub-stratum of gravel, he converted this spot from the most unhealthy into one of the most healthy, to the immense advantage of the ground landlord and of the whole metropolis. This is one of the most perfect adaptations of the means to the end to be found in the records of the building art."

In a comparatively short time this area of 140 acres had become Belgrave Square (houses designed by Bassevi) and its satellite streets and terraces. The more "advanced" in society deserted Mayfair for a freer life in Belgravia, and there were many criticisms from the old guard in Mayfair of "goings on." Girls, for example, began to walk unattended through the squares. South Belgravia followed, and proved no less successful for Cubitt's company and landlord, and when his works at Thames Bank were burnt down with a loss to him of £30,000, he was able to reveal his noble character and substantial assets in guaranteeing his men new work and new tools within a week.

The Belgravia projects were finished in the year of his death, as also his fine house, Denbies, near Dorking, in which he died. He was a man able to complete to his satisfaction anything he set his hand to. He was as a result a very rich man, a Victorian industrial prince. It is said that his will was the longest on record, extending to 386 folios of ninety words each and it disposed of over £1,000,000 (duty paid £15,000). He left a numerous family, his widow surviving him by twenty-five years. His son George was raised to the peerage as Lord Ashcombe. Of his two brothers, William was Lord Mayor of London in 1860, and Lewis was architect of the Great Northern Railway Station. Both shared in his works during his lifetime.

A Master Builder.—Thomas Cubitt was a very remarkable man and it is strange that he received no recognition from his sovereign. For he was consulted and employed by the Queen, and was responsible not only for the east front of Buckingham Palace, but also for many features of Osborne. More than that, he encouraged and guaranteed the Great Exhibition at a time when the project was in the doldrums and negotiated without fee the purchase of the necessary land on Exhibition Road for housing the exhibits.

To him in large part we also owe Battersea Park and the Vauxhall Embankment, some of it built at his own expense. And Clapham was another of his big undertakings. He was constantly consulted by House of Commons committees, and took no minor part in preparing the Building Act. He was, besides, a pioneer of "smog" clearance and made the chimneys of his Thames-Bank works smoke-proof.

In city sewerage also he was a pioneer and the proposals he published in 1843 became generally accepted. Like many Victorian merchant princes, he gave largely to charities, built the big church at Ranmore and financed the building of schools.

DENBIES, CUBITT'S HOUSE NEAR DORKING: After standing for about a century it was demolished a few years ago, when the present Lord Ashcombe took up residence in another building on the estate.

On left—

A MASTER BUILDER: The original of this portrait of Thomas Cubitt by Reginald Aird was presented by Lord Ashcombe to the London Master Builders' Association in 1949. It hangs in the Board Room at the L.M.B.A. building in Bedford Square, and a copy is in the Board Room at the London headquarters of Holland and Hannen and Cubitts Ltd.

Samuel Rogers' London.—Samuel Rogers, the banker-poet of St. James, was born twenty-five years before Cubitt, in 1763, and died at the age of ninety-two, two days before Cubitt died. He lived to see Cubitt's transformation of the "Five Fields," but was much too old and snug in his charming house in St. James's to follow fashion to the new Belgravia. In his long life he had seen the London he loved and seldom left begin its transformation from a "country town" into a "wen." For when he was born, the claim, made for Shakespeare's London, that every citizen of the world's greatest city was at heart a countryman by observation of, and proximity to, country pursuits, still retained much of its truth and justice. It was a "country town" still (and almost deserved to be so called) in 1855.

As for its population, it had been static for a century when Rogers was born. Probably the first authentic statistics are those of the census of 1801, in which an effort was made to assess what the population was in 1750. The figure arrived at was 676,250, showing an increase of barely 2,000 in fifty years. Sir William Petty by such means as were at his disposal, had supplied the figure of 670,000 for the year 1682.

Early in the eighteenth century there began a considerable extension of building in the West End of London. But in the middle of that century, when Rogers was born, the north of London remained open country. The land behind Montague House (the British Museum) was still a farm. As late as 1772 all beyond Portland Chapel, in Great Portland Street, was country. Bloomsbury Square had an unobstructed view of Hampstead and Highgate, and Queen's Square was left open to the north to conserve that rustic view. We have described the state of what is now Belgravia, and both at the Kensington Turnpike and the Tyburn these barriers separated streets and town from country lanes and villages.

"Rus in Urbe."—Indeed, as late as 1846, when Cubitt was making order out of chaos in Belgravia, the condition of things in Kensington Gore induced Count D'Orsay to write to my grandfather, a young Commissioner of Woods and Forests, in the following terms: "*Mon cher Gore, il paroit que vous étez destiné par la nature pour améliorer Kensington Gore et voici la plus belle opportunité de vous immortaliser en abolissant The Half-Way House qui est le rendez-vous de tous les pigs, vaches, veaux et vauriens.*" He goes on to speak of the improvements made by the office in Piccadilly and begs my grandfather to turn his attention to the Kensington Road "*qui est infecté en été,*" and the cause of innumerable accidents from pot-holes and other "*encombrements.*"

And as in Kensington Gore, so in a variety of pockets surrounding and within a stone's throw of civilised, residential London, medievalism, even barbarism and sordid rusticity, existed not only when Cubitt was a young man and Rogers middle-aged, but almost to the end of their lives.

Along the river and in the slums and hovels crowded round the narrow, civilised corridor, a ribbon extending from the city to the western turnpikes, there was no safety for travellers or property until the 1830's, when an organised police force at last began to assume, the duties feebly or corruptly carried out by the magistrates' horse-patrols and the watchmen. These two men, who died within a few hours of each other, had very little in common but a certain generosity and the claim to be 100 per cent. Londoners.

Mæcenas of St. James's.—Samuel Rogers' father became a partner in a warehouse concern and brought up his family as dissenters. Samuel was sent to Hackney, then a fashionable centre of private school education, to Pickthorne's Academy, the chief rival of Newcome's, which educated the Duke of Portland and Creevey among others. At Hackney he made a life-long friendship with William Maltby, famous in bibliography, and with him made his first essays in literature and sought out the company of literary men, including Johnson.

His father, meanwhile, had switched to banking and had made a success of it, and when he died, his son Samuel was chosen to succeed to the banking interests. But Samuel was now determined on a literary career and he passed on the cares of the bank to a brother, and all his life derived from it an income of several thousand a year.

It is a bold man who seeks to assess individual human happiness, but in a material way Rogers would be called a lucky man, lucky in his time, his career and circumstances. He was, as a poet, well down in the second grade, but in his lifetime, before the flow of poetic genius began, the critics of the town exalted him to front-rank status, and when he came to be succeeded by first-rates, some of them (Byron, in particular) were respectful. In part, no doubt, this was due to favours received. Rogers set up as a Mæcenas and friend of poets (an earlier Eddie Marsh) and helped them financially and composed their quarrels. Early in his progress he built himself a charming, smallish house just off St. James's Street with a rustic view over the park, and he filled it with works of art and entertained all sorts and conditions there.

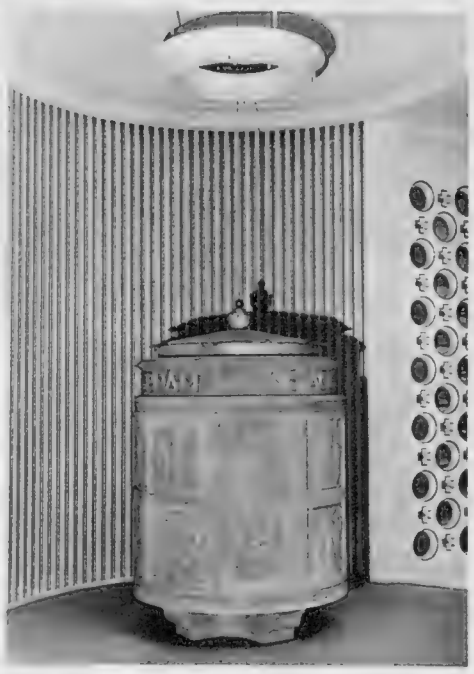
These two "London worthies" were born and died in a London which was still a country town. Cubitt did his best to alter all that, Rogers had no desire to see London enlarged. St. James's, as he knew it, was the centre of his world and had all the sweets and amenities he needed. I wish it were to-day as he left it.

THE BANKER-POET: This chalk sketch of Samuel Rogers was made by George Richmond in 1848.—*National Portrait Gallery*

THE SPIRITUAL CENTRE OF LONDON'S FRENCH COLONY

Regular Services are Now Held in the Rebuilt French Church in Leicester Square

THE FAÇADE SCULPTURE OF THE REBUILT FRENCH CHURCH: This section represents the Nativity and shows the Holy Child, the Blessed Virgin Mary, St. Joseph, and the animals. The group forms part of the sculpture round one of the pillars of the outer wall of the building. The rebuilt church, which is on the same circular plan as the old building, was designed by Professor H. O. Coriato.



On right—
THE FONT CAME FROM STRASBOURG: It is of greystone and carved on it are symbolic reliefs representing the Sacraments and the Holy Gospels.

THE ENTRANCE TO LONDON'S FRENCH CHURCH IN LEICESTER SQUARE: It is situated just off the Square, and only the curved brick entrance, with its stone figures, reveals its presence. The rebuilding of L'Eglise de Notre Dame de France, which was reopened recently, has cost £200,000, most of which has been subscribed by French residents in the British capital, although many gifts have been sent over from France. Among these are a group of statuary from the Ecole des Beaux-Arts in Paris and a tapestry from Aubusson. The original French church in London, which was destroyed by bombs in 1940, was one of the architectural curiosities in the capital. It was originally a place of public entertainment conceived by an Edinburgh painter while in a debtors' prison. He had the idea of exhibiting panoramic views in a circular building which he realised in the late eighteenth century. The exhibition, which included pictures of the British Fleet and the Napoleonic wars, paid well until 1865.

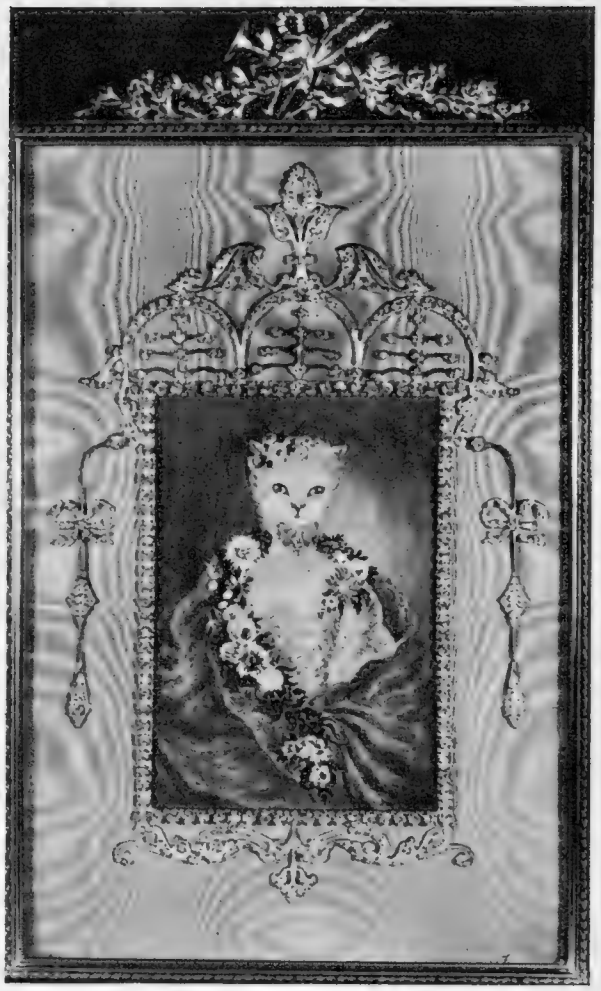
CARVED FIGURES OVER THE DOOR: The work of M. Saupique, of the Ecole des Beaux-Arts, the group is a modernistic symmetrical treatment of Biblical figures.

THE CORRIDOR WHICH RUNS ROUND THE INTERIOR OF THE BUILDING, AND THE HIGH ALTAR: The tapestry over the Altar, seen in the picture *on the right*, was worked by Dom Robert, a Benedictine monk of Aubusson. It depicts the Blessed Virgin Mary as a young girl in the Garden of Creation. The pews for the congregation are placed in the centre of the circular-shaped church, the domed roof of which is of plain glass, which it is intended will later be replaced by coloured glass.

"LOUIS CHATORZE"

An Exhibition Shortly Opening in London Demonstrates the Original Idea of a Theatrical Designer

THE ARTIST: Mr. Berkeley Sutcliffe stands by his bust of "Louis Chatorze," inspired by Bernini's famous Louis XIV.



"THE DIAMOND PRINCESS": This picture (after Tocqué) is an example of Mr. Sutcliffe's view of the French Court in terms of cats. The frame is set with brilliants.

"LE MARECHAL DU ROY": This has been evoked by Géricault's painting. Mr. Sutcliffe's exhibition, "Louis Chatorze and his Court," opens at Jeffress Gallery, in Davies Street, on December 6.

When the late George Orwell wrote *Animal Farm* he gave the world one of its great satires. Men are pigs and pigs are men. The animal world of childhood—Beatrix Potter and her beloved creatures—suddenly becomes an adult world of reality. It is inevitable that in the last decade an "Orwell School" should have arisen. But few have tried to interpret it in terms of history and colour, and certainly none have taken such an original approach as Mr. Berkeley Sutcliffe.

Mr. Sutcliffe needs no introduction to anyone familiar with the current English theatre. The sets of the *Water Gipsies*, now at the Winter Garden Theatre, are of his design. Among other past productions he has been responsible for the décor of *Love's Labour's Lost*, at the Old Vic in 1949, and before that, for the long-running revue *Sweet and Low*, at the Ambassadors Theatre. Those who saw the Queen's visit to Blackpool this year may remember his gigantic "The Triumph of Neptune" erected in the Blackpool Opera House.

Next month Mr. Sutcliffe is offering London an exhibition which shows him to be among the best of the Orwell School of creative artists. At Arthur Jeffress (Pictures), in Davies Street in Mayfair, will be a collection of his paintings and sculptures entitled "Louis Chatorze and His Court." This exhibition has been sub-titled "An Evocation."

This is precisely what it is. Mr. Sutcliffe, with his artist's eye, has seen what many of us often see—people as animals. In his case the result is a presentation of the French Court of the late seventeenth and eighteenth centuries as being populated by cat-like figures. Bernini's bust of Le Roi Soleil, Van Loo's portrait of Louis XV, a remarkable imaginary combination of "The Queen in Her Sedan," which evokes Madame Pompadour, Marie Antoinette and other ladies of the courts—all offer an aspect of the Grand Century, only absurd if one thinks of it merely in terms of humans. Some may find this exhibition odd. Others may regard it as a practical joke. But anyone who sees it will undoubtedly be impressed by the skill of the artist. He is certainly a leader of a current fashion.

THE NARROW LINE BETWEEN HUMANS AND ANIMALS: *Left*—"Louis Chatorze" is based on Van Loo's celebrated portrait of Louis XV. But Mr. Sutcliffe sees his period as a combination of the reigns of the last three pre-Revolution French kings. *Right*—"The Queen in Her Sedan" connotes a series of Royal mistresses as well as Queens. However, the essence of this exhibition lies in the fact that the artist considers the "Court of Louis Chatorze" existed as much as did that of the human monarchs.

ROPEWAYS AND CABLEWAYS

British Firms are Prominent in Erecting this Form of Transportation, One of the Cheapest and most Flexible in Existence

By LEWIS DEWEY

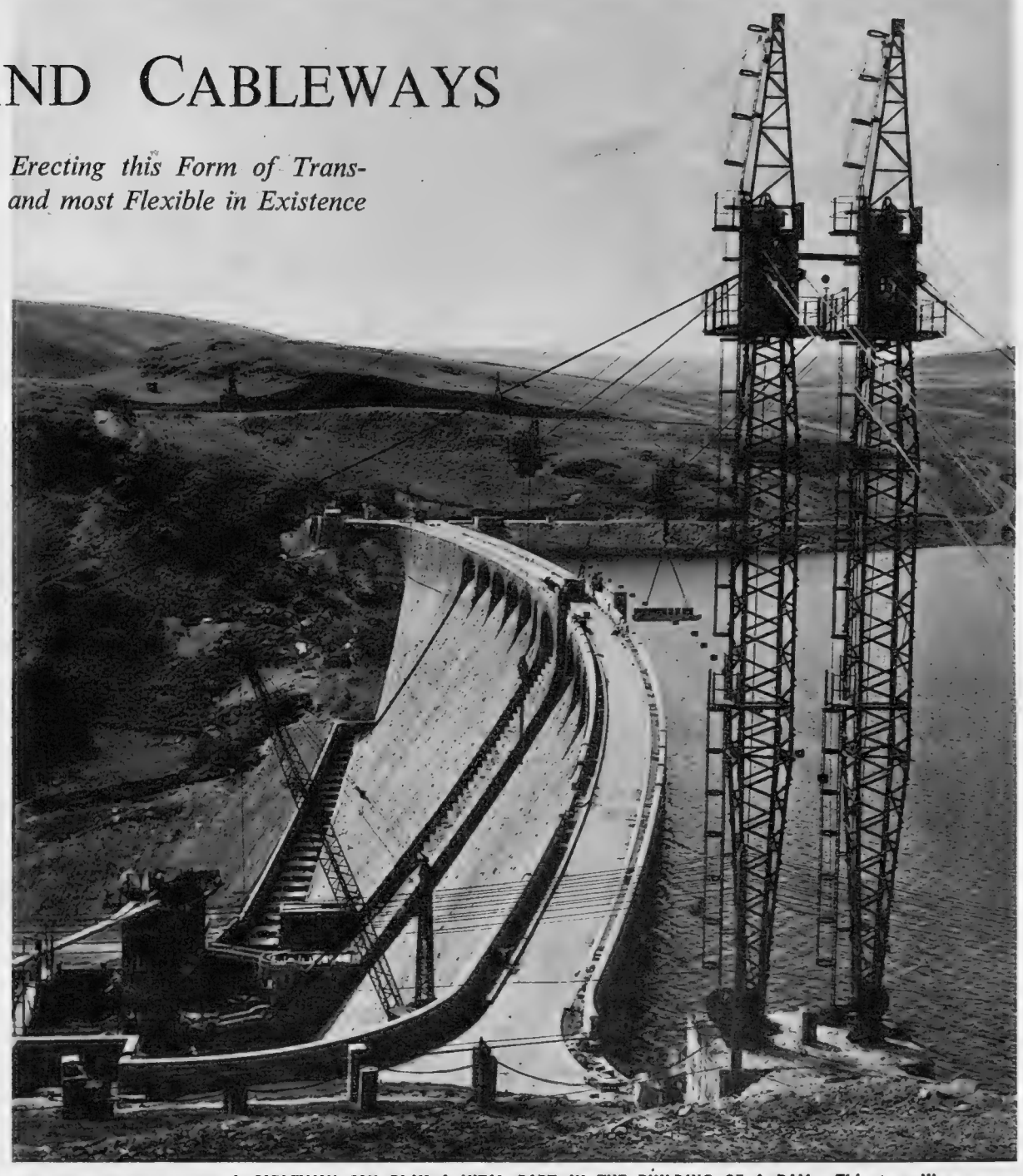
TRANSPORTATION in Colombia, the republic which occupies the north-western corner of South America, is peculiarly difficult. The populated districts are in the interior, divided from the coast by mountains and swamps. Railways connecting with steamers on the two big rivers, the Magdalena and the Cauca, help communications to some extent. But certain important areas were cut off even from these until, some years ago, the Dorada Railway Company asked a British firm to construct Colombia's first aerial ropeway.

It became an outstanding example of the spectacular way in which ropeways overcome difficulties of terrain. The carriages of the Dorada ropeway swing along on a single cable for 47 miles over two ranges of Andes, at an altitude that reaches 17,000 ft., in a climate where temperatures can vary daily from tropical to sub-zero.

Connecting the large interior town of Manizales, in the fertile Cauca valley, with the railway on the western border of the Magdalena River at Maraquita, the ropeway carries mainly coffee and hides. In the first three years of operation, it raised the annual export of coffee from Manizales by 150 per cent. Inspired by this success, Colombia ordered more ropeways—one, 37 miles long, carries not only goods but 12,000 passengers a year. Ropeways are now a key part of the republic's economy.

By adapting thus to human needs the methods of spiders, engineers have evolved the cheapest and most flexible form of transportation in existence. Bananas and bags of tea, skiers and seashore limestone, timber from forests and ore from mines are carried by aerial ropeways up and down mountains, over jungles and swamps, and across rivers and the sea—at remarkably low cost.

For years in Canada and Ireland, prior to the war, two aerial ropeways, respectively four and two miles long, were carrying sand in the one case and limestone in the other, at less than a penny per ton per mile, including the cost of labour, maintenance and power. In some installations where the load travels mainly downhill, the ropeway provides its own power—plus a dividend in the form of free electricity generated by a dynamo acting as the system's brake.



A CABLEWAY CAN PLAY A VITAL PART IN THE BUILDING OF A DAM: This travelling crane, working on ropeway principles, is placing concrete on the vast dam of the City of Birmingham's reservoir at Claerwen (South Wales) before its completion two years ago. The cableway was erected by John M. Henderson and Co., of London, who are specialists in this type of work.

TIPPING REFUSE FROM COAL MINES: The ropeway brings up the rubbish from a colliery in South Wales and tips it as it passes over the burning dump. About 100 tons per hour can be tipped efficiently in this manner.

CARRYING SHALE: A bicable aerial ropeway transports shale from quarry to dump in Nottinghamshire. In length 2,260 yards, it has a carrying capacity of 30 tons an hour. One of the advantages of a ropeway is here seen. It does not interfere with the agricultural land below it.

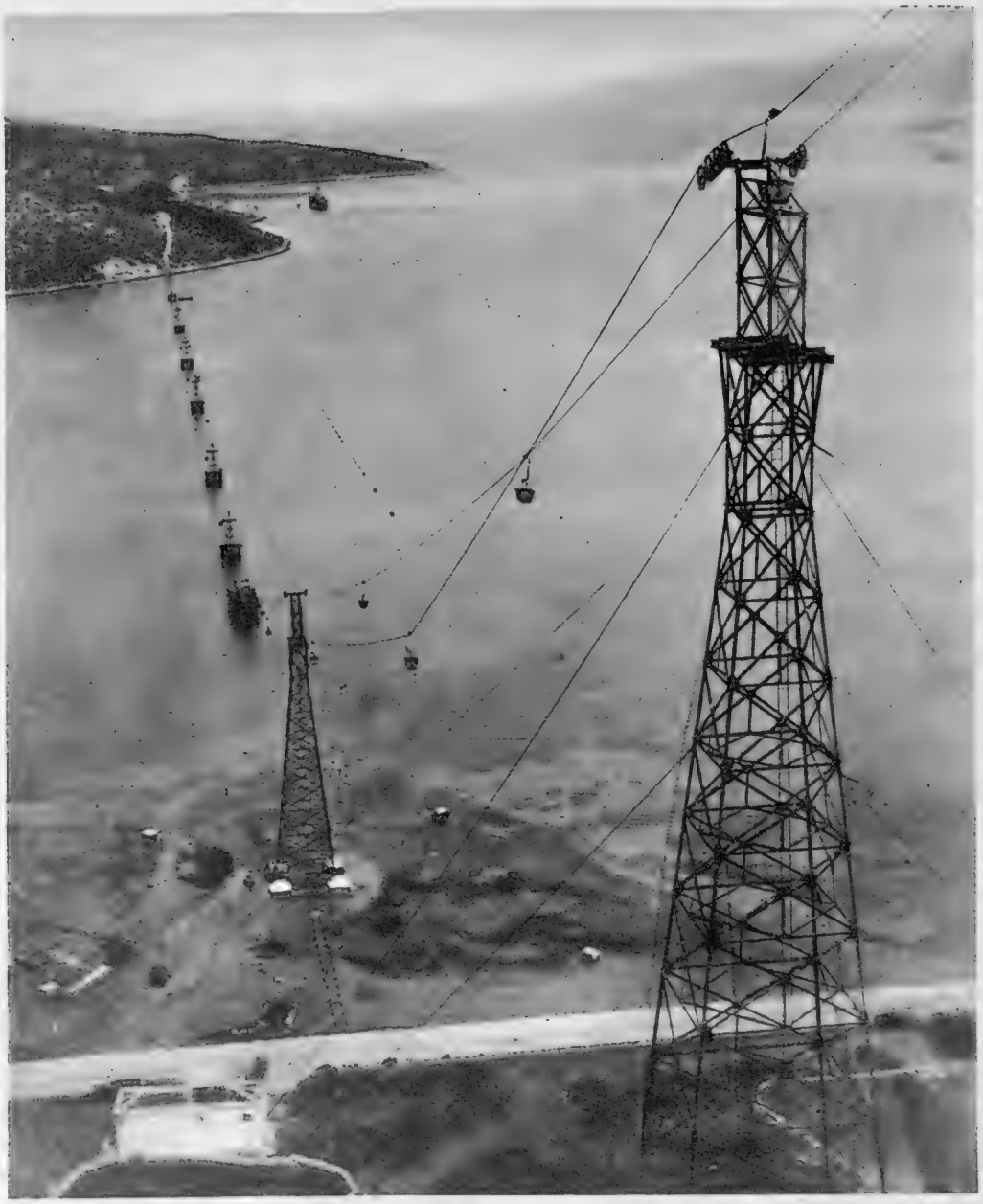
In Britain, half-a-dozen firms, members of the Aerial Ropeway Association, make up a tight and friendly industry of draughtsmen and engineers who design, fabricate and erect ropeways all over the world. They face competition from such concerns as Applevage, in France, Pohligs of Germany, and the Swedish concern of Nordstrom Lebinaur. One German firm was overrun by the Russians, and now Russia is tendering for some contracts. But the British aerial ropeways industry contributes to our export business on a considerable scale.

"The value of aerial ropeway work carried out in this country," says an executive of a leading firm, "has risen in twenty years to £1,000,000 a year. Moreover, the industry's exports are not limited to the sale of materials, but involve also the sale of 'know-how'—professional advice and the preparation of designs for fabrication abroad."

Aerial ropeway engineering is a highly-specialised technique in which civil, structural, mechanical and electrical engineering are all involved. One of the burdens the industry bears is that possibly no more than one inquiry in ten matures into an order. Answering inquiries is expensive, because every ropeway has to be tailored to its job, and preparing a scheme may easily run into £500. Sometimes as much as 20 per cent. of the total cost is in designing.

Three-quarters of the British industry's turnover is export business. The firms concerned include British Ropeway Engineering Co. Ltd., largest concern of its kind in the world; Ceretti and Tanfani Ropeway Co. Ltd., with headquarters in Italy; John M. Henderson and Co. Ltd., who specialise in cableways (travelling cranes working on ropeway

(*Continued on following pages*)



ACROSS THE GULF OF EUBOEA: This monocable ropeway, constructed by the British firm of Ropeways Limited, connects the island of Euboea with the Greek mainland. Thus trade is continued which began in this ancient Hellenic centre of commerce nearly 3,000 years ago.

APPARATUS WHICH CAN BE EXTENDED: The bicable ropeway at Denaby Colliery, near Doncaster, in Yorkshire, can be extended as the top of the dump increases. The net protection bridge, on the left, catches any material which may be spilled from the buckets.

ROPEWAYS AND CABLEWAYS

ROPEWAYS BRING COMFORT TO HOLIDAY-MAKERS: The chair-lift at Bray Head, near Dublin, carries passengers from the terminus below to the heights above, from which they can look to the sea or the inland mountains. Passengers can be transported 1,000 ft. upwards in less than three minutes.

THE TURNING-POINT ON A ROPEWAY: The car has reached the top of its journey to a dump above a colliery. The "frame-head" system of overhead rails enables it to tip its load and then run smoothly back.

(*Continued from previous page*)

principles); Mitchell Ropeways Ltd., associated with Henderson's; Ropeways Ltd., the oldest concern in the business; and R. White and Sons (Engineers) Ltd.

The first recorded ropeway was made by a Dutchman, Adam Wybe, in 1644. To bring up material for building a fort in Danzig, he installed an endless hemp rope across a valley, with loaded baskets ascending one side and empties returning on the other. Following the invention of rope woven from steel wire, a British engineer, Charles Hodgson, made the first modern ropeways about 1868. The Italian firm of Ceretti and Tanfani, established in 1894, claim to be the makers of the first trestle-supported ropeway for the transport of passengers.

The majority of the world's ropeways to-day are used for mining operations, and many mines would be uneconomic without them. Ropeways are being used to open up mining territory that would otherwise be inaccessible. Others have modernised old routes, with considerable saving of time and distance.

In one place, a four-mile ropeway replaces an eight-mile track from a mine in the mountains to the railhead. In another part of the world, a petroleum company was faced with getting its lorries across the River Tigris at El-Fatha, a river crossing thousands of years old between Mosul and Bagdad. To solve this transport problem, British Ropeway Engineering installed a ropeway transporter. Its two main towers in the river-bed are over 100 ft. high, the four main cables are more than 6 ins. in circumference, and the overall length of the installation is nearly half a mile. The loadcar takes any articulated lorry up to 42 ft. long. At the other extreme, the simplest form of ropeway, known as a gravity shoot, is used widely on tea-gardens in India.

Ropeways in general divide into two broad categories: single rope systems, known as monocable; and double rope systems, called bicable. In monocables, a simple endless rope runs continuously in one direction between two terminal stations, carrying its buckets, hooks, trays or other carriages with it. The bicable system, on the other hand, supports its carriages on stationary track cables, while they are pulled along by an endless haulage rope.

Each system has its advantages. Monocables, pioneered by British engineers, are simplest but are limited in certain ways. The highly successful 47-mile Colombian ropeway over the Andes is a monocable system.

Bicable ropeways, more favoured by Continental engineers, can operate on steeper grades, with longer spans, and carry loads up to 500-600 tons an hour. The largest aerial ropeway in Britain, erected by

A "BLONDIN" IS ESSENTIAL IN A REMARKABLE ENGINEERING PROJECT IN SWITZERLAND : The construction of the dam (centre) at Grande Dixence as part of a vast hydro-electric scheme required the installation of the intricate cableway above it. It is easy to see why such constructions are nicknamed "Blondins" after the famous Frenchman who walked across Niagara on a tight-rope. Without the cableway it would be impossible to bring the materials for the mixing of the concrete in the works perched high up on the right.

THE CARRIER ON THE GRANDE DIXENCE PROJECT : It runs along the rope on rubber wheels to its terminal. The firm responsible for the cableways and ropeways in this gigantic hydro-electric scheme are Ceretti and Tanfani.

On right—

SHIFTING FIFTY TONS AN HOUR : Limestone is transported at this rate from a quarry in Spain over the monocable aerial railway, which is more than 6,300 yards long. No vehicles could do this on local roads.

ROPEWAYS HELP TO BRING ELECTRICITY TO SCOTLAND : Over the nearly-completed dam of the North of Scotland Hydro-Electric Board at Glendevon, in Fifeshire, run the cables. The value of ropeway and cableway work in Great Britain alone is now £1,000,000 annually.

R. White and Sons for Imperial Chemical Industries at Billingham-on-Tees, is a bicable with a capacity of 4,000 tons a day in unit loads of two tons. The longest bicable is probably the ropeway carrying gold-bearing arsenic copper-ore and sulphur pyrites from Boliden to Kristinberg, in Swedish Lapland, a distance of 60 miles.

The majority of ropeways in Britain are used for collieries, which have their own special problems. Where the mines are in the valleys, as in South Wales, room for rubbish disposal can be found only on the mountain-tops, and aerial ropeways are practically the only form of plant suitable for dumping the spoil.

One system used for dumping is a ropeway running on a recumbent frame which extends as required up the side of the hill it creates by automatically discharging its buckets as they reach the frame's end. Dumps built this way can reach 300 ft. or more.

The British ropeway industry to-day makes use, according to the task before it, of all available systems. Ropeways are used for such diverse purposes as ship-loading, stockpiling tree-trunks, in cement and paper-making, for feeding blast furnaces, taking holiday-makers to a cliff-top dance hall, carrying gold ore, quarrying slate and in connection with many major civil engineering projects.

The devices which virtually make such gigantic projects possible are cableways, an allied system to ropeways (they can be roughly defined as overhead cranes with carrying ropes instead of rigid girders). On the Continent, cableways are picturesquely known as "Blondins," after the famous Frenchman who crossed Niagara on a tight-rope.

The Boulder Dam in the U.S.A. has a permanent cableway for handling machinery of weights up to 150 tons. The Des Joachims Dam in Ontario was constructed with a patent American cableway in which British Ropeway Engineering has bought rights. The Castelo-do-Bode Dam in Portugal was built with a cableway supplied by Henderson's which has since been used for two other dams in Portugal, while other Henderson cableways used first in Iraq subsequently helped block Scapa Flow against enemy submarines.

In their own field, ropeways have similarly long lives, plus many other advantages. They are unaffected by weather, often work twenty-three hours a day, negotiate gradients of as much as 45 degrees, occupy only one eighty-fourth of the ground space per mile used by road or rail, and override practically any obstacle short of an ocean or an active volcano. "They are, in fact, the West's very practical answer," quipped a ropeway engineer recently, "to the overworked Eastern myth of the magic carpet."

A POST-WAR TANNHÄUSER

The New Production at the Royal Opera House, Covent Garden

COVENT GARDEN'S FIRST PRODUCTION OF WAGNER'S OPERA SINCE 1939 : The arrival of the Minnesingers is announced to the Landgrave and his niece Elizabeth by the four pages (Joan Carlyle, Alexandra Cook, Josephine Veasey and Lillian Simmonds). *On left*—Tannhäuser and Venus. These leading roles are sung in English by the German tenor, Wilhelm Ernst, and the Hungarian mezzo-soprano, Maria von Ilosvay.

THE RETURN FROM THE VENUSBERG : Tannhäuser, immediately after his return from the home of the goddess, listens in the Valley of the Wartburg as a shepherd boy (Josephine Veasey) plays a country air on his flute.

THE LURE OF THE VENUSBERG PROVES IRRESISTIBLE : In this scene from the third act of *Tannhäuser*, the hero resolves to enter the Venusberg again, despite his previous renunciation.

RENUNCIATION : Tannhäuser renounces Venus and the Venusberg for the first time in Wagner's opera. One of the features of the new production, by Sumner Austin, is Ralph Koltai's design of the settings, which reflect the desolation of post-war Germany.

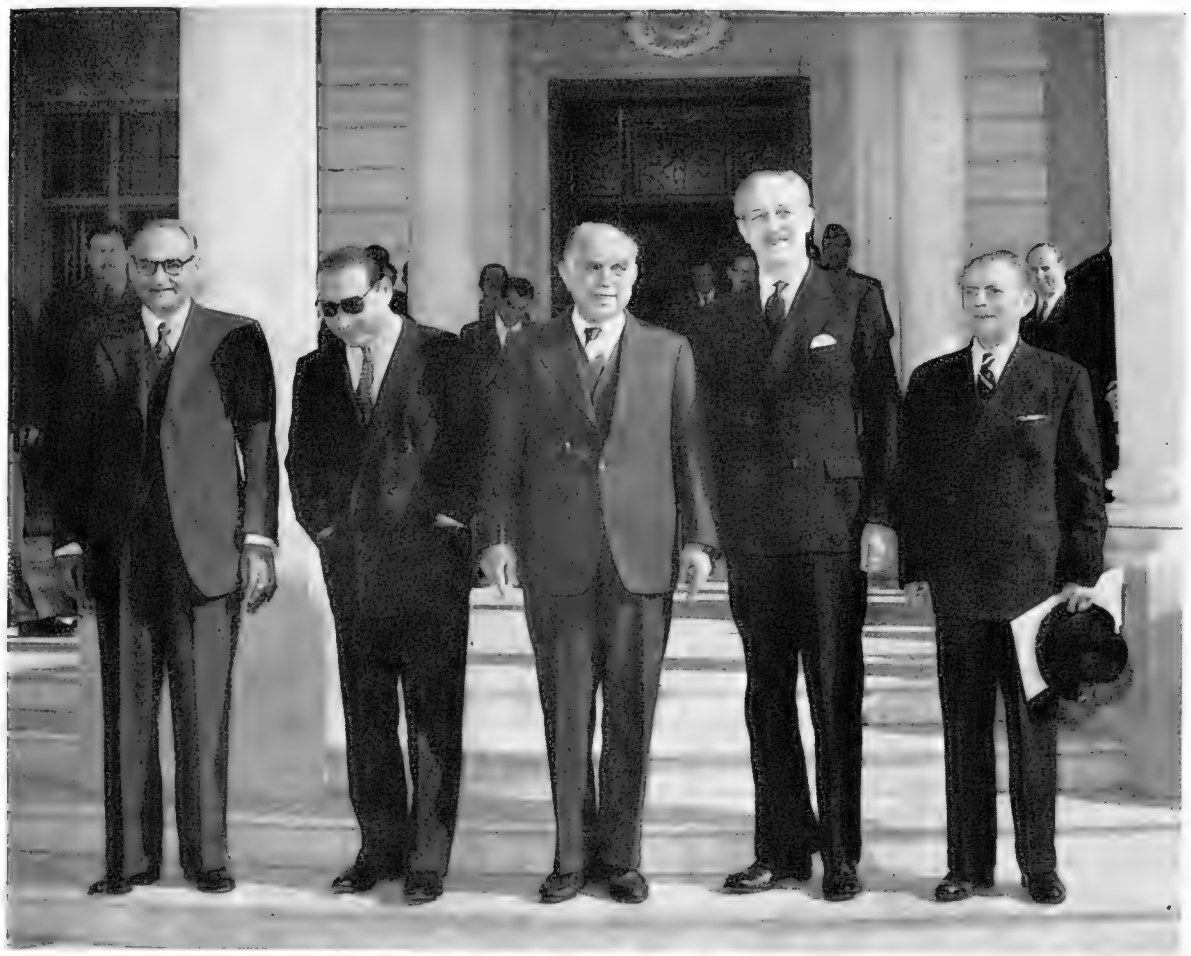
It is some reflection of the shift in musical taste that last week's performance of Wagner's *Tannhäuser*, while it was the 155th at the Royal Opera House, Covent Garden, was only the first since 1939. It might therefore have been anticipated that sixteen years of silence would produce some novelty. In the current production by Sumner Austin, who produced *Wozzek* at Covent Garden three years ago, the chief novelty concerns the costumes and settings. These are by Ralph Koltai, who drew his inspiration from the Nuremberg War Crimes trials, which he attended as an interpreter immediately after the war. Mr. Koltai, who is thirty-one, has said that, as he watched the Nazi hierarchy on trial, he suddenly realised that one day he would have to design *Tannhäuser*. From that day his original conception of the settings has never changed. The result is scenery strongly influenced by the ruins of the Germany around him. The trees, for example, are pitifully bare, and even askew, as if a hurricane—or battle—had passed by. It is certainly a new conception of medieval Germany.

THE BAGDAD CONFERENCE

The Meeting of Representatives of the Signatories of the Middle-East Defence Pact

When, last April, Iraq and Turkey signed a mutual defence agreement, it was as warmly welcomed by Britain as it was bitterly opposed by Egypt. While Britain was keen to see a strengthening of the eastern flank of N.A.T.O., Egyptians and Colonel Nasser, in particular, found it galling to have the initiative in Arab security measures wrested from them. In the event, the Bagdad Pact has grown in influence while the opposition from other Arab States has diminished. The meeting held in Bagdad last month was evidence of this. For since last April both Pakistan and Persia have joined the Pact, as well as Britain, whose contribution is diplomatic and material, rather than territorial. This means that the northern tier of Asia, bordering on Soviet Russia, is, with the exception of Afghanistan, completely united under the Pact. From the Eastern Mediterranean and the Black Sea in the west, to the Arabian Sea in the south-east, the four powers concerned have provided a link between N.A.T.O. and S.E.A.T.O.

At present that link is still rather tenuous, and diplomatic rather than military. The accent during the talks at Bagdad was placed more on economic aid than on military, though there was a strong American delegation present to see that the Pact countries should not lack either. One of the chief intentions of the Pact is to bolster up morale in the four countries to counter Communist infiltration from the north. It has now been realised by the Western powers that a wrong way of setting about this would be to establish large military bases, and flaunt Western military might by traditional displays of force. In the case of the Pact countries it has been accepted that economic and military aid, supported by a minimum number of Western technical assistants, is the best forge for this Middle East security link. In such an atmosphere Britain, with her tradition of skilful diplomacy in the area, has as vital a role to play as the United States, who can supply the material aids which this Middle East Treaty Organisation requires.



THE REPRESENTATIVES OF THE TREATY POWERS AT THE INAUGURAL MEETING : At Qasr el-Zahur, Bagdad, are, from left, Mr. Mohamad Ali, Prime Minister of Pakistan ; Mr. Adnan Menderes, the Turkish Premier ; Sayed Nuri es-Said, Prime Minister of Iraq and " father " of the Bagdad Pact ; Mr. Harold Macmillan, the British Foreign Secretary, and Mr. Hussein Ala, the Persian Premier, on whose life an attempt had been made only two days before the meeting.

THE IRAQI AND PERSIAN DELEGATES : From left are Sayed Nuri es-Said, Premier of Iraq, his Foreign Minister, Sayed Burhan ed-Din ; his Under-Secretary, Mr. Yusuf Gailana ; the Iraqi Commander-in-Chief, General Arif, and the Persian Premier, Mr. Hussein Ala.

THE OBSERVERS FROM THE UNITED STATES : Seen over the heads of the Turkish delegates are, at left, Mr. Waldemar J. Gallman, American Ambassador in Bagdad, with Admiral John H. Cassady, Commander of the United States Naval Forces, Mediterranean.

THE FOREIGN SECRETARY AND HIS ADVISER : Mr. Harold Macmillan is seen in a gay mood. On left is Sir Michael Wright, British Ambassador to Iraq.

THE CONFERENCE IN THE ZIHOUR PALACE, ON THE OUTSKIRTS OF BAGDAD : A view of the conference room. On right is the Iraqi delegation. Fifth from right is Mr. Khalil Ibrahim, the Secretary-General. On his right sits Mr. Shuckburgh, assistant to Mr. Macmillan, and at the end of that table is General Templer, Chief of the Imperial General Staff.

MAKING A CATHEDRAL CRIB

The Larger-than-life-size Plaster Figures for the Christmas Crib in St. Paul's Cathedral are being Fashioned by Twelve British Sculptors

THE CENTRE PIECE FOR THE CRIB AT ST. PAUL'S CATHEDRAL: The figures of the Holy Child and the Blessed Virgin Mary are being fashioned in plaster by Miss Josephina de Vasconcellos in a London studio. They are the central figures in a set piece representing the stable at Bethlehem which twelve British sculptors are making for the Christmas crib at London's cathedral. The figures are slightly larger than life size. As far as is known, this is the first crib of its size to be erected in the Cathedral and, indeed, in any other church since medieval times. The crib, which is intended as a shrine of devotion for the Cathedral's thousands of Christmas-tide visitors, will be on view from Christmas Eve until Candlemas (February 2). It will be set up in the East Bay of the South Transept and will be blessed by the Dean at a special choral service at 4 p.m. on the eve of the festival. About 100,000 people are expected to visit the crib. This would be about 30,000 more than the total of people who saw the Cathedral's Easter garden.

On right—

THE SHEPHERDS FROM THE FIELDS: Mrs. Marjorie Crossley has re-created in plaster the immortal figures who left their flocks to visit the manger at Bethlehem. Among the other plaster figures for the crib is "The Blessing Angel," by Charles Wheeler, R.A.

"JOSEPH, THE HUSBAND OF MARY": Mr. Adrian Allinson works on the plaster figures of St. Joseph with the Ox and Ass for the Christmas crib. All the plaster figures will be coloured. In past years, the Cathedral, like most other churches, has only had a small-scale crib.

On left—

"PEACE": The figure with the dove is by Miss Gwyneth Holt.

Below—

"THE FOUR RACES OF MAN": This allegorical group by Miss Marjorie Meggitt is an innovation to the traditional groups of figures in a crib.

QUEEN ELIZABETH THE QUEEN MOTHER IS INSTALLED AS THE FIRST WOMAN CHANCELLOR OF THE UNIVERSITY OF LONDON: A view of the ceremony in the Royal Festival Hall showing Her Majesty making the affirmation. Among those seated at the front of the platform are six guests: the Bishop of London; Mrs. Pandit; Sir William Walton; Lord Malvern; Lord Salisbury, and Sir Richard Livingstone, who later received honorary degrees from the newly installed Chancellor. Behind the Queen Mother are delegates (most of whom are wearing academic dress) from universities and university-colleges in Britain, the British Commonwealth and many foreign countries. The ceremony began with a procession of the delegates to the platform, and this in turn was followed by that of the Vice-Chancellor, Dr. J. F. Lockwood, with the six guests who were to receive the honorary degrees. When all was ready, eight Royal Horse Guards trumpeters in full State dress sounded a fanfare from the platform and the Assembly rose for the entry of the Queen Mother, who was accompanied by the chairman of Convocation, Dr. Dunsheath. Her Majesty, wearing her Chancellor's robe of black silk damask, frogged with gold, and a mortarboard with a gold tassel, was then installed by the Vice-Chancellor. Among those who watched the installation ceremony were Princess Margaret, the Princess Royal, and the Earl of Athlone (the former Chancellor).

LONDON UNIVERSITY'S NEW CHANCELLOR

The Queen Mother is Installed at a Ceremony in the Royal Festival Hall

THE QUEEN MOTHER CONFERS HONORARY DEGREES: The retiring Bishop of London, Dr. Wand, receives the Honorary Degree of Doctor of Divinity from the newly installed Chancellor. The recipients of the degrees were presented by the Public Orator, Sir Ifor Evans.

THE LUNCHEON AT GUILDHALL: By the invitation of the Corporation of the City of London, the Queen Mother attends a luncheon given by the University. On the Queen Mother's right are the Lord Mayor; Lady Alanbrooke, and Lord Salisbury. On Her Majesty's left are Viscount Alanbrooke, Lord-Lieutenant of the County of London; the Lady Mayoress, and Dr. J. F. Lockwood, the Vice-Chancellor.

THE HOME NEWS

Pictures of Current Events in London and the North, Midlands and South of England

A TEST TO REDUCE THE NOISE OF AIRCRAFT OVER LONDON : A Westland S55 helicopter, fitted with a silencer, hovers above the River Thames. Lambeth Bridge runs across the foreground. On the left is the Victoria Tower, with the Houses of Parliament below to the right. Behind them is Big Ben, surrounded by scaffolding for its current repairs. The helicopter was carrying out experiments regarding volume of sound and the results were being logged by experts on the ground. There have been complaints about the noise made by the helicopters on the South Bank–London Airport route.

REPAIRS TO AN OLD WINDMILL : At West Kingsdown, near Sevenoaks, in Kent, plans have been made for repairing this windmill. It is estimated that the cost will be in the region of £1,250. The mill has not worked since 1928. Up to then it had two spring shutter sails and two canvas sails which could be set to operate according to the strength of the wind. In 1880 it was moved to its present site at Kingsdown from Farningham (Kent). The move cost £800.

THE NATIONAL COAL BOARD'S NEW CARBONISATION PLANT PREPARES FOR WORK : This comprehensive unit at Wingerworth, near Chesterfield, is being warmed up prior to starting operations on December 29. Costing £10,000,000, it has 106 ovens which can carbonise 750,000 tons into coke each year and transform 500,000 tons of coke annually into large quantities of town gas. For the production of by-products, it includes a benzole rectifying plant and sulphuric acid plants.

HOMES WHICH MAY FALL INTO THE SEA : These houses on the cliff-side at Herne Bay, in Kent, are some in this area which are threatened by the inroads of the sea below them. Altogether ninety-five buildings face danger of collapse. The local authority plans to build a sea wall.

***On right*—THE NEED FOR A SEA WALL : A section of the cliff at Herne Bay, with houses above it, which requires urgent attention. Since 1872, 33 acres of land and a number of houses have disappeared. It is estimated that the cliff is receding at the rate of 12 ft. per year. The Herne Bay Council proposes to spend £159,000 on coast protection works. It is understood that the occupants of houses which may have to be pulled down will be found new homes.**

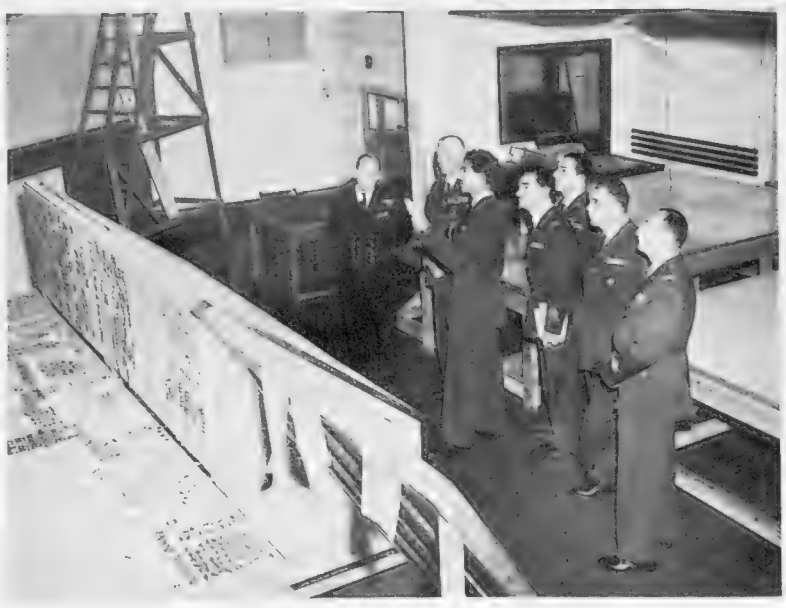
A NEW STAINED-GLASS WINDOW IN A CITY OF LONDON CHURCH : It has recently been dedicated in the Church of St. Botolph Without Aldersgate by the Archdeacon of London. The inscription explains that the scene is William I conferring the patronage of the church on the Dean of the Priory of St. Martin's-le-Grand in 1068. It adds that the window is the gift of Mr. B. A. G. Norman, whose family worshipped in St. Botolph's from 1824 to 1946.

COMPLETING THE NEW SCOTTISH CHURCH IN LONDON : The finishing touches are being put to the new Church of St. Columba, in Pont Street, Knightsbridge. Queen Elizabeth the Queen Mother is attending the dedication service to-morrow. Professor G. D. Henderson, the Moderator of the Church of Scotland, will perform the dedication ceremony. The original church was destroyed by enemy bombing in 1941. The Queen Mother laid the foundation-stone of the new church in 1950.

A UNIQUE DIESEL-ELECTRIC LOCOMOTIVE ON TRIAL : The Deltic locomotive hauls a train into the station at Preston, in Lancashire. In the background is the spire of the Roman Catholic Church of St. Walburge's. It is the world's most powerful single-unit Diesel-electric engine, and has been carrying out its trials for British Railways between Preston and Liverpool. Built at Preston, it is intended for main-line passenger and freight duty.

CHRISTMAS DECORATIONS IN LONDON : Artificial stars hang over Regent Street, in the West End, as it curves towards Piccadilly Circus. They are part of the Christmas decorations erected by the Regent Street Association. At night the famous thoroughfare will be illuminated and floodlit at a cost estimated at some £15,000.

AUSTRALIANS MARRY IN SHAKESPEARE'S CHURCH : Mr. Frank Thring and Miss Joan Cunliffe, on the left, leave Holy Trinity Church, Stratford-on-Avon, after their marriage. Both come from Melbourne, Australia. Mr. Thring is in the Shakespeare Memorial Theatre Company, and his wife is a fashion model. Sir Laurence Olivier (centre) gave the bride away. Lady Olivier (right) was Matron of Honour. Mr. Trader Faulkner, a fellow-Australian in the Theatre, who was best man, is behind Lady Olivier.



On left—

THE CHIEF OF STAFF OF THE ITALIAN AIR FORCE WITH THE R.A.F. : General Ferdinando Raffaelli, second from the left, accompanied by some of his staff, is shown the plotting-room at Coastal Command headquarters at Northwood. He spent four days in Britain as the guest of the Royal Air Force. He visited a number of Service installations, including the headquarters of Fighter Command at Stanmore.

THE FIRST TO RECEIVE THE FREEDOM OF THE NEW BOROUGH OF HARROW: Sir Winston Churchill speaks at the luncheon in the Kodak Hall, Wealdstone, during the ceremony in which he was made the first Freeman of the new municipality of Harrow last week.

"The greatest living Englishman." This phrase applied to Sir Winston Churchill last week will be disputed by nobody. It was very fitting that the speaker was the Town Clerk of the new municipal Borough of Harrow, where Churchill went to school. Sir Winston is the first to be admitted as honorary freeman. In the official programme for the ceremony he was described as : "Gallant soldier, adventurous war correspondent, Member of Parliament, Minister of the Crown, wise admonisher, Prime Minister, victorious leader of the nation, artist, writer, historian, orator—respected and beloved as none before. . . ." It is a fine summing up of the character of a unique personality who marked his eighty-first birthday on Wednesday last. On the evening of the day in which he was made Freeman of Harrow, he went to his old school and with Lady Churchill enjoyed the traditional singing which ended, as usual, with the famous Harrow school song, "Forty Years On."

FREEMAN OF HARROW

Sir Winston Churchill is Made the First Freeman of Harrow's New Borough ; and he goes to His Old School

THE SCROLL IS PRESENTED : It is in the cut crystal casket which Sir Winston is holding. The casket, made locally, is of unconventional design, but, as the Mayor, Alderman S. R. Miller (centre), remarked to Sir Winston, "You, sir, are not a conventional person." Lady Churchill is on the right.

CHEERS FOR THE FIRST FREEMAN : Members of the council applaud Sir Winston as he leaves the Kodak Hall. Among those at the presentation ceremony were two Congressmen from the United States.

THE MOST DISTINGUISHED LIVING OLD HARROVIAN : The boys of Harrow School link arms and cheer as Sir Winston Churchill leaves the Speech Room after attending the autumn concert. To the school song, "Forty Years On," an extra verse was added a year ago in honour of Sir Winston.

THE CABINET MEETS AT CAMP DAVID, IN THE CATOCTIN MOUNTAINS OF MARYLAND : From the right, on the far side of the table, are Presidential Assistant Harold Stassen, Secretary of Agriculture Benson, Defence Secretary Wilson, President Eisenhower, Secretary of State Dulles, Postmaster-General Summerfield (hidden), Labour Secretary Mitchell, Budget Director Hughes and Defence Mobilisation Director Flemming. On left from the front are United Nations Ambassador Lodge, Interior Secretary McKay, Treasury Secretary Humphrey, Vice-President Nixon, Attorney-General Brownell, Commerce Secretary Weeks and Health Secretary Folsom.

A SMILING PRESIDENT IS BACK IN THE CHAIR : In Laurel Lodge President Eisenhower smiles at Cabinet colleagues, whom he was seeing together for the first time since the middle of August, six weeks before his heart attack. On his right are Mr. John Foster Dulles and Mr. Arthur Summerfield ; on his left Mr. Charles E. Wilson.

LOG-CABIN POLITICS

President Eisenhower Presides at Laurel Lodge, Maryland, Over His First Cabinet Meeting Since August

History does not relate when last a President of the United States held a meeting of his Cabinet in a log-cabin. Perhaps during the Civil War ; perhaps under the ægis of Teddy Roosevelt, who would surely have revelled in the novelty. But the fact that President Eisenhower presided over his Cabinet, and over the National Security Council, at Laurel Lodge, at Camp David, Maryland, has implications which go beyond the romance of making history. When the President was struck down by coronary thrombosis late in September, and even when he was on the road to recovery, few people would have given much for the chances of his returning to work before the New Year. Yet such has been his recovery that he was able to deal last week with the vital matters of State which were requiring his immediate attention. High on the list was the annual State of the Union message, on which Cabinet opinion was consulted, and a review of foreign and defence policy after the deadlock at Geneva.

ARRIVAL AND DEPARTURE : *On left*—President Eisenhower, wearing tweeds, arrives at Laurel Lodge, followed by Mr. Lodge and Mr. Wilson. *On right*—Mr. Stassen leaves with the President. Earlier there had been a National Security Council meeting.

THE LOG-CABIN IN THE MOUNTAIN RETREAT THAT BECAME A CABINET ROOM : The trees in the autumn sunlight cast their shadows on Laurel Lodge. It was to this rendezvous that President Eisenhower motored from Gettysburg for his important meetings.

The Sphere of Travel

SEEKING THE SUN IN WINTER

A Selection of Pleasant Places Abroad for Travellers Who Leave Britain's Cold Winter Months in Search of Warmth and Sunshine

By GORDON COOPER

I AM a firm believer that a sense of proportion and of humour is essential for anyone who wants to be a traveller and not just the cautious tourist. The latter is easily alarmed by trifling matters such as the purity of local drinking water and reports of local revolutions. In this last-named connection I am reminded of a visit I once made to Bangkok, where, according to the newspapers, there was a revolution in progress. The only visible evidence to me of this state of crisis was that not more than four persons could legally wait their turn in a barber's shop.

On various occasions, I have been an interested spectator at " riots " when carefree students in Mediterranean countries have indulged in one of their favourite pastimes : throwing stones at the windows of the local British Consulate. I even spent, too, some perfectly normal weeks in Chicago when Al Capone was at the height of his gangster activities. Indeed, on mature consideration, I am of the opinion that two of the most dangerous spots in the world are the Place de la Concorde, in Paris, and Piccadilly Circus, during rush-hours.

Bearing in mind what I have said, I can think of no valid reason at the time of writing why a holiday should not be spent in winter sun-spots such as Egypt, Cyprus, Greece and North Africa. A particularly attractive 16–17-day tour, for instance, has been arranged by Davell and Co. to Egypt, with departures on February 13 and 26. Travel both ways is by air in Constellations, with an excursion on a specially chartered Nile steamer between Cairo and Aswan, or vice versa. Each party is accompanied by an archæologist-guide. The inclusive fare is 210 to 225 gns.

Other tours to the Land of the Pyramids are offered by various travel agents, but they provide for train travel only between Cairo, Luxor and Aswan. Having experienced both modes of travel, I strongly favour the cruise, for not only is the Nile the most fascinating and interesting of the world's great rivers, but there is something peculiarly restful in gliding along its waters at a leisurely pace. In February, too, you can be assured of unfailing sunshine and warmth.

While Cyprus is unfortunately much in the news at the present time, yet a friend of mine who has just come back from there assures me that tourists are still visiting the island, with its good winter climate. You can fly there in a day by either B.E.A. or Skyways, the latter being the less expensive service. Nicosia (Ledra Palace Hotel), the capital, is a convenient centre for excursions, while the ancient city itself contains many historic buildings. Kyrenia (Dome Hotel) and Famagusta (Constantia Hotel) are also recommended for a stay.

The isles of Greece offer considerable romantic appeal, but seldom comfortable accommodation. However, Corfu and Hydra are two of the few exceptions. The former is by far the loveliest of the Ionian Islands, and it can be reached by air from Athens in 70 minutes, the return fare being only £9. There is also a regular steamer service between Brindisi and Corfu. In Kerkyra, the capital, there is the luxury-class Corfu Palace Hotel, while the Astir can be recommended too. Hydra is a delightful island, within easy reach of the Piræus, and here the Greek Tourist Department has recently opened a first-class hotel. Further particulars and bookings can be made through Oceanways Ltd., a reliable firm specialising in Greek travel.

While some of the resorts in North Africa must, alas, be considered out-of-bounds this winter to tourists, there is still a choice of perfectly safe resorts available. For anyone seeking a fresh experience, Tripoli is a delightful holiday centre. Built in tiers overlooking a wide bay and backing on to its great oasis, the modern town has excellent hotels (Uaddan Casino is recommended) and first-class entertainments. The older parts of the walled city, with traces of successive occupation from the time of Rome to the Knights of Malta, with its Romanesque Cathedral and Mosques and the bazaars in the native quarter, provide much interesting sightseeing.

You can fly there direct from London in a day, and as this country is in the sterling area no foreign currency is required.

The winter climate in Tangier is rather too uncertain for me to give this otherwise entertaining city a recommendation, yet it is so easily reached by the new B.E.A. service to Gibraltar that it is worth considering. You can, however, be reasonably sure of sunshine in Tunis, Algiers, and Bou Saada—the first oasis before entering the Sahara proper. As far as is known at present, these three places are free from disturbances. The same advantage applies to Agadir, that pleasant town on the South Moroccan coast, which can be reached by air from Casablanca. As bathing there is delightful in January it indicates the mildness of the weather.

Back's Travel Service offers satisfactory service in connection with hotels, transportation, etc., in North Africa

Around the northern shores of the Mediterranean the south-eastern coast of Spain is attractive. Between Malaga and Gibraltar a number of new hotels are now open and can be easily reached by motor-coach service from Gibraltar or La Linea. An especially attractive new establishment is Los Nidos, on the outskirts of Torremolinos and right on the beach. This hotel (first class) consists of eight villas with self-contained rooms and flatlets, and a main restaurant. An added attraction at this resort is its excellent golf course. For further particulars, consult Davell and Co., the U.K. representatives.

Considerably further north on the Spanish coast I think that the Hostal de la Gavina at S'Agaro, on the Costa Brava, can be safely recommended. The climate there is much the same as on the French Riviera. This hotel is in the luxury class, but its rates are reasonable. Personally, it 's a place I would favour for my own winter holiday, and it can be easily reached from Barcelona, which has such excellent air connections with London. I like also the Hotel Formentor, on Majorca, which has one of the most beautiful settings in the world. It is in the luxury class, so you are certain of being warm and comfortable.

A recent visit to the French Riviera introduced me to four hotels which I regard as being highly suitable for a winter holiday. They are the Grand Hotel at Bormes, a delightful and sheltered mountain village not far from le Lavandou ; the Grand Hotel at St.-Jean-Cap-Ferrat, close to Mr. Somerset Maugham's home ; the Cap Estel at Eze-sur-Mer ; and Les Colombières at Menton, the warmest spot on the Côte d'Azur. The Grand Hotel at St.-Jean-Cap-Ferrat and the Cap Estel have the advantage of being close to both Nice and Monaco, but both are away from the rather noisy main road.

The adjoining Italian Riviera has generally a milder climate in winter than the Côte d'Azur, while the Riviera di Levante (east of Genoa) is to be preferred to the Riviera di Ponente, to the west. Bordighera and San Remo are, however, two exceptions, for they were favourite haunts before the war with Britons who sought round-the-year warmth.

Along the Riviera di Ponente, Nervi (Hotel Savoia Beeler), Santa Margherita (Miramare) and Rapallo (Excelsior and the Moderno e Reale) can be recommended. From Nervi, a particularly sheltered spot, Genoa can be reached without difficulty. Genoa is a city that fascinates me, not only for its historic buildings, but because the inhabitants, like the Neapolitans, vibrate with life. Dickens once spent some months here, finding it for a start " mournful and disappointing," but before he came to leave he admitted " I might part from Genoa with anything but a glad heart."

In the eighteenth century Livorno (Leghorn) was the most fashionable seaside resort in Italy with English visitors. The local English cemetery testifies to the number of distinguished persons who ended their days in this now rarely visited port ; Tobias Smollett was one of them

Further south, in the Sorrentine Peninsula, Ravello is the place I would choose for a winter holiday. Being isolated from the main road, it has not been spoilt like Amalfi. Then, from the Belvedere of the Villa Cimbrone is the perfect view : a thousand feet below is the sea and a complete panorama of the territories of the ancient maritime Republic, spread out like a map. Recommended hotels are the Caruso, Rufolo and the Palumbo.

Further south is Sicily, to which John Henry Newman was drawn " with inexpressible delight." I cannot believe that any traveller could feel otherwise, especially during the " Sicilian Spring " (January to March). C.I.T. is offering 21-day De Luxe tours by motor-coach through the island, calling at the various classical sites and beauty spots. Some of my happiest memories are linked with this isle with its endless attractions.

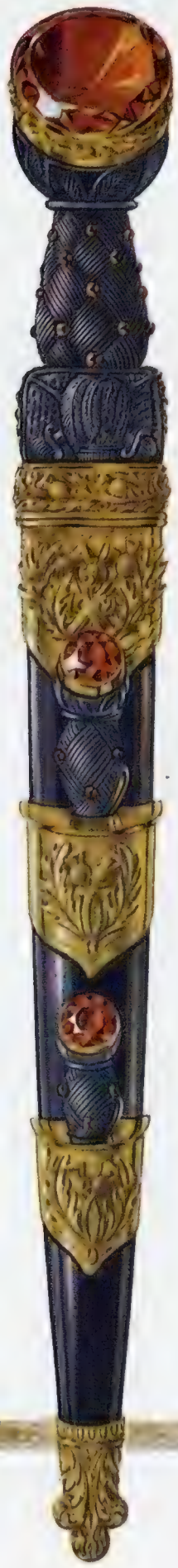
Earlier this year, in March, I bathed comfortably in the sea at Praia da Rocha, on the Algarve coast of southern Portugal. This is a pleasant, peaceful spot, easily reached direct from Lisbon ; and the Hotel Bela Vista can be recommended. Then, there is Estoril, a quietish resort in winter, but within thirty minutes' reach of Lisbon by frequent electric trains. You can be fairly sure of sheltered sunshine. Although there are a number of hotels, to suit all purses, I was not impressed with their cuisine. The local restaurants, such as the English Bar, Tamariz, Choupana, and Fim do Mundo (Cascais), are far superior ; in fact, excellent.

ON THE BORDER OF THE FRENCH AND ITALIAN RIVIERAS : Looking down on the little Italian village of Mortola Inferiore, which is close to the French frontier and a short distance east of Menton, the warmest spot on the Côte d'Azur.

SUNSHINE AT SUEZ : An ocean-going liner dwarfs a tiny vessel as she passes on her way along the 103-mile-long canal. The average time taken on the journey is about eleven hours. Among the tours arranged to Egypt for this season are two by Davell and Co., with departures on February 13 and 26. Travel both ways is by air.

USEFUL ADDRESSES.

C.I.T. Ltd., 10, *Charles II Street, London, W.1.*
Davell and Co. Ltd., 10, *Ryder Street, W.1.*
Oceanways Ltd., 23, *Haymarket, W.1*
Back's Travel Services, 56, *Coram Street, W.C.1.*
Cyprus Government Office, 15, *Victoria Street, S.W.1*
Tourist Section, Egyptian Embassy, 75, *South Audley St., W.1*



Elaborately ornamented dirk worn by officers of the Cameron Highlanders, the famous Scots Regiment, on full dress occasions. The stones are cairngorms.

TRADITION

Tradition largely governs the refinements of ceremonial Highland costume. Tradition, too, plays a major role in the blending of GILBEY'S SPEY ROYAL Whisky—a proprietary Scotch of great character that has built up an enviable reputation throughout the world.

SCOTCH WHISKY

Spey Royal

A PROPRIETARY BRAND

the costliest perfume in the world

1/4 oz. £5.3.6 1/2 oz. £7.19.9 1 oz. £12.18.9 2 oz. £22.10.0

Nature's Masterpieces

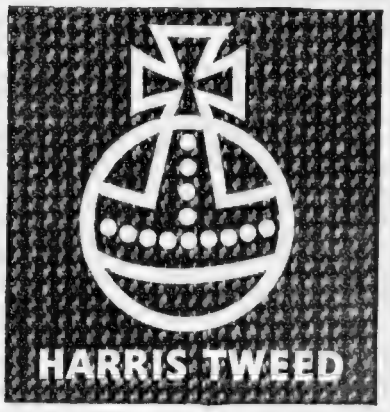
can be instantly recognised – – so can

HARRIS TWEED

A masterpiece of Man and Nature

THIS IS HOW

Look for the Harris Tweed Trade Mark. It is approved by the Board of Trade as a Certification Mark, and guarantees that the tweed to which it is applied is made from virgin Scottish wool, spun, dyed, handwoven and finished in the Outer Hebrides. No other tweed is entitled to bear this Mark.



LOOK FOR THIS MARK ON THE CLOTH

LOOK FOR THIS LABEL ON THE GARMENT

Issued by
THE HARRIS TWEED ASSOCIATION LIMITED

Winter at CANNES

"La Ville des Fleurs et des Sports Elegants"

XMAS & NEW YEAR HOLIDAYS

"REVEILLONS" at the AMBASSADEURS

Gay and Brilliant Social Life at the

CASINO MUNICIPAL

Chairman: F. André

Orchestra of 70 Musicians · Recitals · Classical Concerts
Feb. 1st - Mar. 13th · Grand Ballet du Marquis de Cuevas
3 International Music Weeks
(Latin-America · Italy · France)

AMBASSADEURS

10 *Grand Galas*

TWO GOLF COURSES: Mougins and Mandelieu.
Tennis · Regattas · Horse Show

April 10th to 22nd · Ninth International Film Festival
May 7th to 10th · Ninth Motor Rally Towards the Sun

6 Palaces and 60 Hotels of all categories
Tourism Airport (Cannes-Mandelieu)

Cannes Harbour, in 15 years, has become "La Grande Escale Maritime de la Mediterranee"

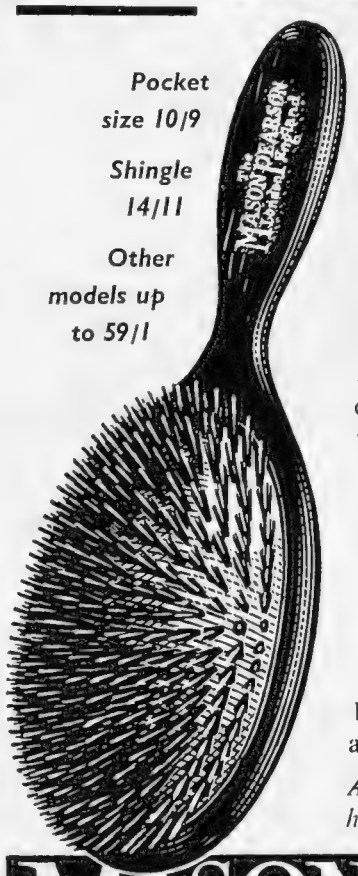
For Information apply to:
French Government Tourist Office,
178 Piccadilly, London, W.1. Phone Hyde Park 7177
or Syndicat d'Initiative, Cannes.

More than a Xmas Gift

Pocket size 10/9

Shingle 14/11

Other models up to 59/1



To make a friendship endure and grow with the passage of time, **give a Mason Pearson brush.** The Mason Pearson brush reflects the good taste of the giver . . . and the recipient. Goodwill grows with every tingling stroke as this popular hair brush bestows its own gift of beautiful hair on the delighted owner.

With its slender spired tufts of nylon or black boar bristle set in a pneumatic cushion, the Mason Pearson is a thing of beauty and quality—a source of constant pleasure long after Xmas is past. Here is a present that is sure to please **everybody**. Certainly give a Mason Pearson **this** year.

At all the leading chemists, hairdressers and stores

MASON PEARSON

London England

GIBRALTAR

In the Winter and the Spring the Rock Fortress can be a Pleasant Place for Tourists

Written and Photographed by J. ALLAN CASH

THE MOST FAMOUS ROCK IN THE WORLD : Looking from a ship at anchor in the Bay of Gibraltar, the massive Rock rises in its strategic position at the entrance to the Mediterranean. Although primarily a naval and military station of the first importance, Gibraltar offers the tourist a warm climate in winter and in spring.

TO THE SPANISH MAINLAND: The view from this old fortress on the side of the Rock shows the proximity of the Spanish mainland across the Bay of Gibraltar. Connecting Gibraltar with Spain is a narrow isthmus, part of which is the frontier "neutral ground."

LOCAL TRANSPORT : Curious horse-drawn carriages of an old-fashioned type are as familiar in the streets of Gibraltar as private cars, taxis and fiacres of more recent design.

On right—

THE BIGGEST HOTEL : The Rock Hotel is built high up and commands a magnificent outlook to the harbour below and across the bay to the mountains on the Spanish mainland. There are also a few hotels of smaller size in the town of Gibraltar lower down.

BENEATH THE ROCK : Buildings rise in tiers above this street in the town of Gibraltar. The highest point of the Rock is nearly 1,400 ft. above the sea.

A GUARDIAN OF BRITAIN'S LIFE AND LIBERTY : A ship sails away from the Rock, which for two-and-a-half centuries has been of the utmost strategic importance in Britain's communications with her Empire and Commonwealth. Now Britain is in N.A.T.O., Gibraltar may be of even more vital significance in the maintenance of freedom.

Gibraltar is perhaps the most famous rock in the world. Every ship which enters or leaves the Mediterranean must pass within a few miles of it, and many make a call there. A natural fortress guarding the narrow waterway, it has been of vital importance to Britain for a long time.

To the Ancient World the Rock was Calpe, one of the twin Pillars of Hercules. Its modern name derives from a corruption of Gebel-el-Tariq (the Mountain of Tariq)—Tariq being the Moorish commander who captured and first started the colonisation of the Rock in A.D. 711.

It is a thrilling sight when "The Rock" appears on the horizon. For a long time the ship from Britain will have been skirting the mountainous coast of Spain, gradually rounding the corner. Then quite suddenly the promontory of Gibraltar comes into sight. There is always shipping in the narrow Straits, some vessels leaving Gibraltar, others entering the vast harbour, a few passing by. Big white patches on the steep slopes turn out to be not snow, as one may think at first, but catchment areas for rain, because Gibraltar has never had an adequate water supply. Even now, in the centre of the town, there are taps in a wall where men constantly fill little wooden barrels with water and trundle them round the town to sell on specially made barrows.

The harbour lies behind the Rock, in Gibraltar Bay, and is a big British naval base. Britain has been in possession of Gibraltar for over two-and-a-half centuries. In this period it has been maintained as a vast fortress, with tunnels and gun emplacements literally honeycombing the Rock. The highest point stands almost 1,400 ft. above sea-level. The whole Rock is some three miles long and less than a mile wide. It is separated from the Spanish mainland by a strip of level beach, part of which is "neutral ground." The airfield is built on this same flat land immediately beneath the eastern cliffs, with an extension out into the bay.

Gibraltar is a pleasant place for a few days' stay and can be warm and sunny in the winter and early spring. There are two or three small hotels in the town, and the bigger Rock Hotel above Europa Road. This commands magnificent views down to the harbour and across to the Spanish mountains. Europa Road runs high up on the hillside out to Europa Point, where the old and the new lighthouses stand, looking across the Straits to the mountains of Africa.

Visitors are now permitted to visit the Galleries in the Rock and to climb the higher slopes. With luck, some of the monkeys may be seen, the only wild ones in Europe. It is said that when the last monkey dies, Britain will lose Gibraltar, so these animals are carefully protected.

The town of Gibraltar has no particular charm, yet it is a pleasant place. The streets are narrow, but there is not a lot of traffic. British soldiers and sailors are to be seen everywhere, and there are some colourful Oriental shops, gay with attractions for tourists. Out in the harbour bum-boats surround every newly-arrived ship, offering souvenirs of all kinds to passengers. Ships calling in do not tie up, but anchor out in the bay, ferries bringing the passengers ashore.

There are curious horse-drawn carriages in the streets, as well as the more familiar fiacres or carriages, and also taxis A steep road runs up behind the town to the Moorish castle. a square stronghold of considerable antiquity. On the west side of the town are the Alameda Gardens, a pleasant green park, with much thick vegetation on the sheltered slopes above.

Thousands of people come to work in Gibraltar every day from Spain, returning home at night. The permanent population is something over 20,000. The people are British citizens of a middle Mediterranean (not Spanish) origin. Visitors can go on excursions into Spain, to La Linea, just across the "neutral ground," or, further afield, to San Roque and Algeciras. Gibraltar can be used as a landing-place for a visit to Spain, where a winter holiday can be enjoyed on the warm south coast after a few days at sea.

The World of Books—By VERNON FANE

EDITOR OF "THE TIMES"

The Life of Geoffrey Dawson ; A Reprint of Uffa Fox's Autobiography ; the Common Ancestry of Great Men and Women ; Travel and History ; An early Somerset Maugham Novel and other New Fiction

FROM 1912 to 1941, with a break of only a few years, Geoffrey Dawson was Editor of *The Times*, and although his was never a name known to a wide public, it is safe to say that he had a powerful hand during that time in the shaping of this country's national politics. Sir Evelyn Wrench, who has written GEOFFREY DAWSON AND OUR TIMES (Hutchinson. 30s.), has created not only a dignified memorial for the friend he knew for so long, but has given it a solid authenticity by his constant use of Geoffrey Dawson's assiduously-kept diaries. Lord Halifax, another old friend, writes in his foreword : " Readers . . . will be able to form their own conclusions as to the methods by which [Dawson] tried to discharge his task, and the remarkable degree of success which he in fact achieved."

How different are the ways in which a man may reach distinction, and how contrasted, even though in each case the honour may be a valid one. Mr. Uffa Fox, for instance, is probably one of the two or three greatest names in the sailing world to-day, and certainly one of its most brilliant designers. His perfectly-named autobiography, THE CREST OF THE WAVE (Peter Davies. 16s.), was first published just before the war and now makes a welcome return, with its admirable good sailing sense, its easy style, and its accounts of sea trials and adventures.

Mr. Tromp van Diggelen acquired many things on his way from being a " lonely, weak Boer boy " to being a world-famous strong man and exponent of a health training system. One of them seems to have been a warm, humane philosophy which, in spite of dramatic ups and downs, has kept him the balanced, friendly person that he is. WORTHWHILE JOURNEY (Heinemann. 15s.) is the autobiography of this direct descendant of Admiral van Tromp. The author was the child of pioneers in the early days of South Africa, and as a man has known the swings of fortune without allowing them to alter his nature.

UNCOMMON PEOPLE, by Paul Bloomfield (Hamish Hamilton. 21s.), is an uncommonly interesting and provocative book. The people he writes about stem from certain common ancestors, not only through the male but through the female line, who at times transmit some of their strongest characteristics through illegitimate connections. The result is a fascinating genealogical pursuit, in which we can discover, for instance, that one Sir George Villiers was a common ancestor of Sir Winston Churchill, Sir Anthony Eden, Bertrand Russell, Henry Fielding, and can even be traced into the Royal Family. Another one was Robert Barclay, the Apologist of the Quakers, from whom came Josiah Wedgwood, Virginia Woolf and Vanessa Bell, some of the Cecils, as well as Darwins, Buxtons, Huxleys, Trevelyans, Stracheys and Butlers.

I found it fascinating, and particularly so since what Mr. Bloomfield calls the *élite* quality in these uncommon families has been transmitted most strongly through the female line.

Travel and wartime scenes are the themes of the next three books, of which the first is THE LAND OF BURNT FACES (Arthur Barker. 18s.), a translation from Mr. John Bucholzer's original Danish, by Mr. Maurice Michael. One of the many interesting things about this book is that the author is not recounting his experiences as a dilettante traveller, but as a man who went to Ethiopia in search of a home, with the idea that his agricultural training might enable him to manage a big estate there or to farm on his own. So the slant of this book is not political but practical, and all the more illuminating for that. The photographs are as engaging as the text.

Admiral Lord Mountevans was second-in-command of Scott's last expedition. Therefore, his new book of exploration—Scott, Amundsen, Shackleton and Byrd—has a more than common authority. THE ANTARCTIC CHALLENGED (Staples. 16s.) has also an especial timeliness in this late autumn, which has seen the send-off of the latest expedition to those dangerous and still-unconquered lands.

RED SHADOW OVER MALAYA (Blackwood. 18s.) has been written by Brigadier M. C. A. Henniker, who has recently had the command of a brigade there of British, Gurkha and Fijian officers and men—half the British contingent being National Service soldiers. In Sir John Harding's words, it is a story of which " the whole British people can justly be proud."

There are fashions in history as in every other manner of expression and at the moment Richard III is one of the figures round whom controversy rages most actively. Mr. Paul Murray Kendall, an American professor who has spent eighteen months of his years of research in England, has written an impressive biography, RICHARD THE THIRD (Allen and Unwin. 30s.). He has brought not only his evident gifts of

RICHARD CHURCH RECEIVES A £1,000 PRIZE FOR LITERATURE : Making the presentation at the *Sunday Times* National Book Exhibition at the Royal Festival Hall, London, is Viscount Kemsley (second from right). On the left is Mrs. Richard Church and on the right is Lady Kemsley. Richard Church received the prize for Literature, 1954-55, which is worth £1,000, for his autobiography, *Over the Bridge*.

scholarship but an unbiassed, enquiring mind to the study of the last King of England to die in battle.

It is normal for an autobiography to take the reader back fifty, sixty or even seventy years, but it is less expected that the novelist can have anything like a comparable span. Nevertheless, here is MRS. CRADDOCK (Heinemann. 15s.), which was written fifty-five years ago by Mr. Somerset Maugham and is now re-published with the most disarming of prefaces by its author, in which he tells us that the author was not only a foolish young man ; " he was supercilious, cock-sure and often wrong-headed. If I met him now I should take an immediate dislike to him." In spite of which this remains a novel of extraordinary interest.

SINCERELY, WILLIS WAYDE (Robert Hale. 15s.) is Mr. John P. Marquand's new novel, and it is both satisfying and irritating. Satisfying because it has the richness of texture that we expect from him, and the almost compulsive power that urges the reader on from page to page, and irritating because its satire is heavy-handed enough to make few concessions to that same reader's intelligence. The scene is New England and New Jersey for the most part, and the characters range between the aristocracy of intellect or craftsmanship, and the *nouveaux riches* of business management.

EXCELSIOR ! (André Deutsch. 12s. 6d.) is by another American author, Mr. Paul Hyde Bonner, who has an agreeable habit of writing about the European scene as if he not only understood it, but liked what he observed. The present book is about a Swiss banker and is appropriately set in Switzerland, where the old man continues to control his widespread affairs during the war, remaining passionately neutral and exercising a patriarchal control over his sons.

Mr. Nicholas Mosley has written about some aspects of infatuation in THE RAINBEARERS (Weidenfeld and Nicolson. 15s.), and about, though less convincingly, some aspects of love. His characters are nearly all good-looking, highly civilised and articulate and, again, nearly all their conversations are urbane, controlled and imaginative. Yet it seems that they lack vitality and because of that it is difficult to feel sympathy for them in their various states of anguish.

JOHNNY KINSMAN (Cassell. 12s. 6d.) is a novel of the war, and, in particular, of the young men in Bomber Command, by Mr. John Watson, who himself had six years of experience in the R.A.F. and writes admirably of its technical stresses and strains, as well as of the men who were part of it.

Mrs. Marjorie Hessell Tiltman pursues the adventures of an earlier character with QUALITY CHASE'S DAUGHTER (Hodder and Stoughton. 12s. 6d.), which takes us into the labyrinths of the art dealers' world in London between the wars, tells us some surprising things about the ploys to be expected there, and binds the whole thing together with a human love story which somehow lacks the passionate intensity of the auctions.

And finally for this week's generous allowance of adventure, crime, intrigue and general skullduggery. SECURITY RISK (Heinemann. 12s. 6d.) is a first novel by Mr. John Blackwell and, in spite of occasional lapses of style, has a well sustained note of tension in its timely story of large and small treacheries in a secret government department.

Mr. Leslie Charteris writes (naturally) about the Saint again, in a new collection of episodic short stories which will probably appeal to all the followers of this impossibly debonair, foresighted hero. THE SAINT ON THE SPANISH MAIN (Hodder and Stoughton. 10s. 6d.), in fact, will let no one down, and least of all that gentleman whose thoughts, writes his author, are apt to race in a vertiginous cascade.

Lastly, and recommended for your list, is Mr. Bill S. Ballinger's thriller, THE TOOTH AND THE NAIL (Reinhardt. 10s. 6d.), as intelligent a murder mystery as I have read for months.

ETHIOPIA, A CULTURAL HISTORY (Lalibela House. 37s. 6d.) *is a comprehensive survey of the country's arts and culture by Sylvia Pankhurst. The book, with a foreword by the Rev. Canon John A. Douglas, is profusely illustrated.*

SPANISH GUNS AND PISTOLS (Bell. 42s.), *by W. Keith Neal, is an account, with illustrations, of Spanish gunmaking over a period of 200 years, from 1650 to 1850. There is also a translation of " An historical account of the gunmakers of Madrid from their origin until the present day " by Isidro Solér* (1795).

During the years 1950–55 4,000 *comic drawings appeared in* The New Yorker. *In* **THE NEW YORKER 1950–1955 ALBUM** (Hamish Hamilton. 35s.), *there is a selection* (450) *of these drawings, as well as forty of the magazine's coloured covers.*

Finally, here is a suggestion for a Christmas present. The eighth volume of **COLLINS MAGAZINE ANNUAL** (Collins. 12s. 6d.) *is a collection of stories, plays, pictures, articles and poems from the* Young Elizabethan *magazine.*

GRAMOPHONES AND GRANDEUR

Sir Compton Mackenzie on Recorded Music

The name of Sir Compton Mackenzie will need no introduction to lovers of recorded music. In MY RECORD OF MUSIC (Hutchinson. 25s.) Sir Compton, now in his seventy-third year, recounts his close association with this new technique. He begins with a description of his early resistance to music at school and at Oxford (which he left in 1904). He reveals that, later, " it was the Fifth Symphony of Beethoven that, for me, as for so many others, opened the gates of music—that experience was like the sudden turning of a key which seemed to admit me in one sublime instant to the whole company of human nature." The author's connection with the publication *The Gramophone* undoubtedly did more in the cause of recorded music, particularly in the days when technical achievement was indifferent, than he so modestly claims in the pages of his latest book. When the magazine was first published thirty-two years ago, all records were pre-electric, and the previous year's H.M.V. catalogue contained only one complete symphony—Beethoven's " Fifth."

This book will be for some people a nostalgic trip from Caruso to the age of long-playing records. For others it presents a witty, urbane and shrewdly penetrating commentary on people and matters concerned with music in general and with recording in particular. There is an entertaining passage on the late Sir Edward Elgar, revealing characteristics of that great composer that may not be widely known. Sir Compton's summing-up of Elgar, whom he couples with Kipling, is delightful : " I should describe both as romantics who had attempted to classicise their romance on the assumption that the British Empire, as revealed in all its outward glory in the Diamond Jubilee procession of 1897, had at least as long a future before it as the Roman Empire in the reign of Augustus." Elgar's art flourished amid the awareness of grandeur, and, according to the ebullient Sir Compton, there were not enough Jubilee processions to keep it going.

Eric Linklater seems to regard himself as a sort of buccaneer among scholars, ever ready for some adventure in history, and, scholar or no, it must be accepted that in the course of years he has provisioned himself well with the knowledge necessary for such voyaging. In THE ULTIMATE VIKING (Macmillan. 21s.) Mr. Linklater presents the life of Sweyn Asleiffson, who lived in Orkney and was killed in Dublin in 1171, a few years after a university had been founded at Oxford. Sweyn outlived his time—or rather, he bridged the gap between the Dark Ages of Pagan Heroism and the age of the Crusades and a new culture. Against the background of Sweyn's life the author argues that the great figures of the Viking era were swayed by neither moral nor political rules ; they acknowledged an æsthetic code, they saw life itself—heroic life—as a work of art. This is a most thought-provoking book, re-creating a world that was sublimely indifferent to danger and one to which Western civilisation surely still owes something of its strength.

After Orkney, Shetland. In TALES TOLD ROUND THE PEAT FIRE (Robert Hale. 12s. 6d.) Andrew T. Cluness recounts some of the great stories which have been handed down from generation to generation, mainly upon the island of Unst. Some of the stories are told in the author's own words and some in the picturesque phraseology of the actual tellers.

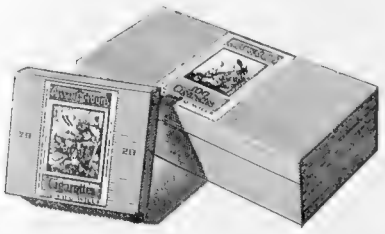
Newton Rowe's VOYAGE TO THE AMOROUS ISLANDS (Deutsch. 21s.) presents to the reader the discovery of Tahiti through the eyes of Captain Samuel Wallis, his officers and his crew, who sailed the *Dolphin* from Plymouth to the Pacific in 1766. Mr. Rowe has so steeped himself in Wallis's record that he knows his experiences day by day, and it is hard to believe that Mr. Rowe was not aboard the *Dolphin*. This is an enchanting reconstruction of a romantic chapter in the history of discovery, and gains added force because the author knows Tahiti intimately.

Before ever radio or television, the cinema or jazz entranced the leaden days, how did men and women disport themselves ? What solace was there in the barren world ? Iris Brooke, who has made an intensive study of these matters, will set any lingering fears at rest with her delightful PLEASURES OF THE PAST (Odhams. 18s.). This is a lighthearted commentary, charmingly contrived and aided and abetted by Miss Brooke's own elegant drawings. Here is a volume to keep young and old alike from the television corner.

Between the Cumberland shore and Kirkcudbrightshire is the Solway Firth, where the retreating tides reveal broad and dangerous sands. It is a romantic land and seascape, and Brian Blake, in making THE SOLWAY FIRTH (Robert Hale. 18s.) the subject of the latest of the Regional Books, does full justice to his varied subject. Both as the armed frontier of the Roman Empire and the warring ground of English and Scottish kings, Solway has seen stirring days.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

PASSING CLOUDS
FOR CHRISTMAS



20 for 4s. 4d.

100 for 21s. 8d.

Made by W. D. & H. O. Wills

. . . and especially for that rather particular friend who prefers a Virginian-flavoured cigarette but demands of it distinction, an oval shape and — of course — superb quality. Ever since 1874 Passing Clouds have been the choice of particular people. Compliment your friends this season — give them Passing Clouds for Christmas!

WPC5

Scotch whisky . . . there's a fine, honest drink for you, appropriate to every occasion. In Haig you savour Scotch at its best, distinguished by the rare character that befits the products of its oldest distillers. So stick to Scotch — and give it a name . . .

Don't be Vague ask for Haig

THE OLDEST SCOTCH WHISKY DISTILLERS IN THE WORLD

MAXIMUM RETAIL PRICES AS FIXED BY THE SCOTCH WHISKY ASSOCIATION

Say "Noilly Prat" and your French will be perfect

Made in an age old tradition by Frenchmen from French pedigree grapes. Then allowed to age graciously for at least 5 years. That is Noilly Prat – true French vermouth at its best.

In the Bar. Ask for Gin and Noilly Prat, then you're sure of getting Gin and *French.*
In the Home. Here's how!
Gin and French ½ gin, ½ Noilly Prat.

SHORT NOILLY
Neat with a zest of lemon peel squeezed into then dropped into the vermouth.

LONG NOILLY
Two fingers of Noilly Prat, add ice, top with Soda.

NOILLY PRAT
French Vermouth

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
WINE PRODUCERS
NOILLY PRAT & CIE

Sole Importers: WM. CHAS ANDERSON & CO. • 8 LIME STREET • LONDON • E.C.3

Supplies of these outstanding French and German Wines may be obtained from your usual Wine Merchants

CLOS DE CONTE Grand Vin de la Cote d'Or. A fine full-bodied wine. Selected vintages only are imported.

LA FLORA BLANCHE This outstanding Sauternes is an ideal wine for entertaining either at home, or in hotels or restaurants, where supplies are always obtainable.

LIEBFRAUMILCH ST. CATHERINE is bottled in Germany and is one of the few natural German Wines shipped to this country. The firm of Ernst Jungkenn, at Oppenheim, have been shippers of fine wines for over 300 years.

GOLDEN GUINEA This sparkling muscatel has long been famous for its incomparable bouquet. It is bottled and cased in France, among the vineyards of its origin.

Further information regarding these wines may be obtained from the sole Importers—
J. R. PARKINGTON & CO. LTD., 161 NEW BOND ST., LONDON, W.1 Tel: HYDe Park 3481

Ceretti & Tanfani
ROPEWAY CO. LTD
LONDON

TERMINAL STATION FOR CEMENT CARRYING ROPEWAYS AT WORLD'S HIGHEST DAM

When it comes to the construction and installation of ropeways and cableways, years of experience under a wide variety of conditions has given us an unusually keen insight into the problems involved ... if you have a similar problem we shall be pleased to co-operate.

Ceretti & Tanfani Ropeway Co. Ltd.
IMPERIAL HOUSE, DOMINION STREET, LONDON, E.C.2
Telephone: MONarch 7000 (20 lines)

CT1590

---

enjoy Swiss Care

Winter Sports!

A flight on the daily **Tourist DC-6B** from London to Zurich is an enjoyable experience: wonderful Swiss food . . . every personal need attended to before you ask . . . in fact, the comfort and service which you expect of a Swiss hotel. Winter Night Tourist fares from 18th December:—

LONDON/ZURICH £20.2.0 Return
LONDON/GENEVA & BASLE £18.19.0 Return

Ask your Travel Agent for details

fly SWISSAIR

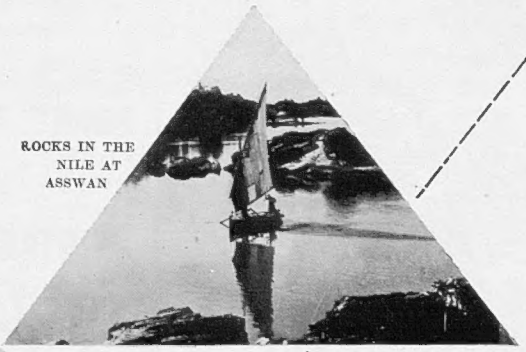
to Europe, the Middle East, North and South America
Offices in: LONDON · MANCHESTER · GLASGOW · DUBLIN
CRC117

An ALL-SUNSHINE winter holiday *Ablaze* with new experiences

Wonderful winter sunshine ... and the fascinating charm of ancient Egypt. Not too far away is a new, unforgettable holiday where Britain's cold and wet and fog can be forgotten in a blaze of sunshine. Friendly people ... historical treasures ... night clubs ... silver sands ... first class modern hotels, favourable currency rates ... these are Egypt today. Whether you visit the pyramids or lay on a Mediterranean beach, Egypt offers you the world's finest climate.

EGYPT
for winter holidays

Where to go? What to see?
How to get there? What will it cost?



ROCKS IN THE NILE AT ASSWAN

THE LUXOR TEMPLE

For full information contact:—

TOURIST SECTION
EGYPTIAN EMBASSY
75 SOUTH AUDLEY ST.
LONDON W.1
Telephone: GROsvenor 2401

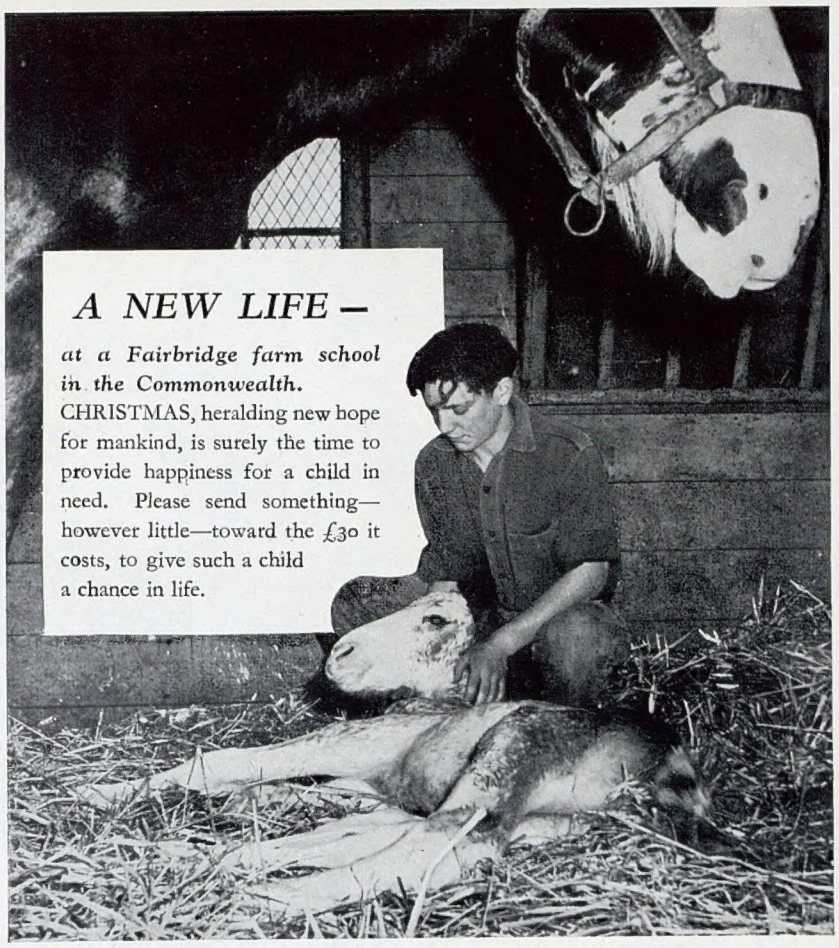
"Now good digestion wait on appetite, and health on both"
—Macbeth.

ACID INDIGESTION

Under present day stresses, more and more of us find acidity makes digestion difficult or unpleasant. 'Milk of Magnesia' Tablets, with their pleasant peppermint flavour, deal with this highly personal problem so promptly, unobtrusively and effectively that it is really no longer a problem at all.

'MILK OF MAGNESIA' REGD. TABLETS

'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.



A NEW LIFE —

at a Fairbridge farm school in the Commonwealth.

CHRISTMAS, heralding new hope for mankind, is surely the time to provide happiness for a child in need. Please send something—however little—toward the £30 it costs, to give such a child a chance in life.

This appeal is made through the generosity of a friend.

THE FAIRBRIDGE SOCIETY

President
H.R.H. THE DUKE OF GLOUCESTER K.G., K.T., K.P.
Director : W. R. Vaughan, O.B.E.

38 Holland Villas Road, Kensington, London, W.14 **Tel : Park 6822**

GREETINGS OF GOOD TASTE

SHARPE'S "CLASSIC"

Christmas Cards

at your stationers

W. N. SHARPE LTD., BRADFORD

EST 1790
(REGISTERED TRADE MARK)
SANDEMAN SCOTCH WHISKY

The King of Whiskies

SANDEMAN & SONS LTD., EDINBURGH

THE ALL-BRITISH
Conway Stewart

the Pen with the Marvellous Nib!

PRICES
13/- to 46/6

Gives Character to your Writing

CONWAY STEWART & CO. LTD., LONDON

Qu'est-ce-que c'est?

c'est
WHITE FOIL

The finest non-vintage champagne from France's finest house

Pol Roger

SUNNY MEDITERRANEAN VOYAGES WINTER and SUMMER

Reservations and Tickets on all GREEK lines.

Independent Travel and Escorted Tours

★ ★ ★

OCEANWAYS LTD.

23, Haymarket, London, S.W.1. **Tel : TRAfalgar 6055**

How EXCITING do you like your holidays?

The first post-war Nile Tours announced .....

The only holidays combining a specially-chartered B.O.A.C. "Constellation" flight with a 600-mile Nile voyage on board the luxurious "SUDAN", visiting the Sphinx, the Pyramids, the Temples of Luxor and Horus, Thebes, the Valley of Kings, etc. Two departures — 13th and 26th February, 1956. Space now becoming limited — early application essential.

The inclusive tour price of 210 guineas for 16 days is more than economical, as it not only includes the air and steamer fares, but all excursions, gratuities, services of archæological advisers and escorts *and* four days in Cairo at a luxury hotel!

Send for detailed brochure to **DAVELL & CO. (London) LTD.** (Dept. S.), 10 Ryder Street, London, S.W.1. Telephone : WHItehall 3792
Or any leading Travel Agent.

THE LEISURELY MOTOR TOURS

CAREFULLY PLANNED AND EFFICIENTLY CARRIED OUT

PLUS . . .

The personal attention we give to each individual passenger.

This is why clients come back to us again and again, year after year. This is what gives Agents confidence to entrust their valued clients to us.

A WONDERFUL PROGRAMME FOR 1956 . . . WITH LONGER STAYS AT PLACES!

1. French Alps.
2. Alpine Flowers.
4. Austria & Dolomites.
4x. Vienna Tour.
5. Sicily.
6. Italy (Leisurely).
7. Portugal & N. Spain.
8. Moorish Spain.
9. Scandinavia.
9x. Sweden, Finland.
0. Holy Land & Greece.

* Grand Tour of Europe

Ask for LAMMIN'S Brochure from your Travel Agent or write to

LAMMIN TOURS LTD.

67 BLENHEIM TERRACE, LONDON, (N.W.8)
TELEPHONE: MAIDA VALE 7898 AND 4321

The most welcome gift of all!

DRY FLY SHERRY IS AVAILABLE

WHEREVER GOOD WINE IS SOLD THROUGHOUT THE WORLD

BRITISH OVERSEAS AIRWAYS CORPORATION

Published Weekly by Illustrated Newspapers, Ltd., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2. Saturday, December 3, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.